

VALVOLINE SMOTY: A VICTORY FOR TRUE STREET CARS?

\$9.95 incl GST  
NZ \$10.45 incl GST

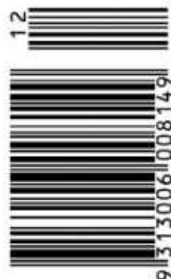
# Street

DECEMBER 2015 streetmachine.com.au | [streetmachinemagazine](#)



## CRUISE MISSILE

PURR-PULL HQ GTS MONARO IS A BLOWN 502CI ROCKET!

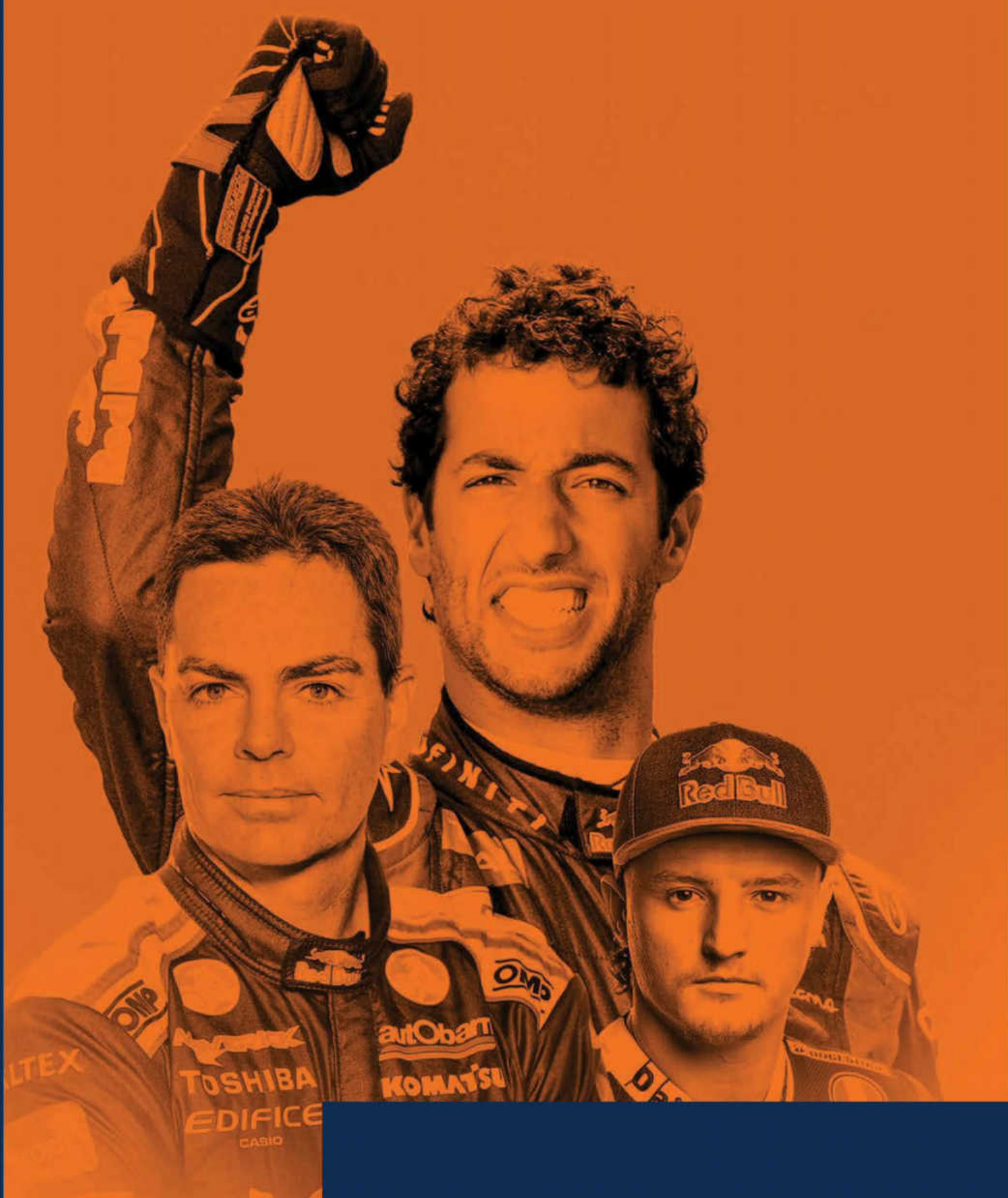


**REFINED FC**  
RAZOR-SHARP REBOOT  
OF HOLDEN CLASSIC



INSIDE: 1600HP COMPACT FAIRLANE | **CHOPPED** | TORANAFEST | **DATALOGGING PART II**





The F1 FORMULA 1 Logo, F1, FORMULA 1, FIA FORMULA ONE WORLD CHAMPIONSHIP, GRAND PRIX and related marks are trade marks of Formula One Licensing BV, a Formula One group company. All rights reserved.



# MOTORSPORT WITHOUT INTERRUPTION

---

F1, V8 SUPERCARS & MOTOGP QUALIFYING & RACE COVERAGE  
FOR THE REST OF THE YEAR LIVE IN HD &

**AD-BREAK FREE**



only on  
**FOXTEL**



# CAMTECH CAMS

Performance  
you can **FEEL**

"Think of your Camshaft  
as the Brains of your Engine."

Controlling the critical opening and closing of the valves - the single most important factor for creating horsepower. However getting the right advise on camshaft design and related components can be a challenge.

**CAMTECH Cams have the solution!** Members of our team are engine builders, cam designers and racers who have a vast knowledge of engine combinations for all types of motor sport, and know how to match the correct camshaft and valve train components to your application. And knowing that an off the shelf camshaft may not fit your specific requirements, our team can assist you in designing a custom camshaft and optimum valve train package for your engine application.

**Phone: 02 9540 1333**

**Web: [www.camtechcams.com.au](http://www.camtechcams.com.au)**

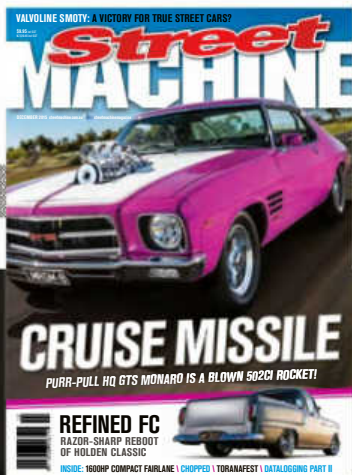
**CAMTECH CAMS**



find us on  
**facebook**







**Street  
MACHINE**

**WEBSITE**

[www.streetmachine.com.au](http://www.streetmachine.com.au)



**FACEBOOK**

[streetmachinemagazine](https://www.facebook.com/streetmachinemagazine)



**INSTAGRAM**

[streetmachinemag](https://www.instagram.com/streetmachinemag)



**TWITTER**

[@STREETMACHINE1](https://twitter.com/STREETMACHINE1)



**YOUTUBE**

[STREETMACHINETV](https://www.youtube.com/streetmachinetv)



**MAIL**

**Street Machine, Locked Bag 12,  
Oakleigh, Vic 3166**



**PHONE**

**(03) 9567 4200**



**FAX**

**(03) 9567 4100**



**SUBSCRIBE**

[www.magshop.com.au](http://www.magshop.com.au)

Email: [magshop@magshop.com.au](mailto:magshop@magshop.com.au),

Call: 136 116 8am-6pm (EST) Mon-Fri,

Post: Magshop, GPO Box 5252, Sydney, NSW 2000



**TELFO**

**SIMON TELFORD**

**A**S I TYPE, we've just made it back from five days of automotive action at *Street Machine* Drag Challenge. This was our second year of running the event, which was inspired by *Hot Rod Drag Week* in the US. This time around, we had 50 entrants who were ready to spend five days driving over 1500km between five race tracks.

With cars ranging in the main between the 11-second and seven-second mark, we had a fantastic variety of combatants, with everything from twin-turbo V8s, to monster big-blocks, nitrous-sucking sixes and even a stupidly fast hot-hatch.

The rules are simple – entrants have to drive their cars from track to track without support vehicles, and they need to make a pass at each track before the cut-off. Failure to do either means you're out. It is a brutal test of both driver and car, but that is why it is called Drag Challenge – if it was easy, everyone would do it!

We started racing at Calder, and lost two cars to breakage before the day was over. From there we convoyed to South Coast Raceway in Portland, up to Mildura's Sunset Strip, then across to Heathcote Park and back to Calder for the final day. The vast majority of cars made it to day five, but even those who were out of the competition thrashed hard to get their rides to Calder to make some runs for glory.

The competition was tight and came down to the wire in most classes. You can check the results on page 10, and make sure you come back for our epic coverage next issue.

Thanks heaps to the tracks and track staff for their hard work; the competitors and their crew for their courage and commitment; and the *Street Machine* staff who ran the event, including main organiser Scott Taylor and hard-working volunteers Carolyn and Theo Tzortzas. Thanks also to our sponsors: Haltech, 247 Hose & Fittings, Turbosmart and Castlemaine Rod Shop.

## **NATHAN BOOTH IS THE YOUNGEST-EVER SMOTY WINNER, AND HIS RB25-POWERED HR UTE IS THE FIRST SIX-CYLINDER TO WIN, TOO**

Congratulations are also due to Nathan Booth, winner of this year's Valvoline Street Machine Of The Year award. The 23-year-old Canberran is the youngest-ever winner of the award, and his RB25-powered HR ute is the first six-cylinder to win, too.

It was a tough field, with some super-high-quality cars in the running and the top six cars all nabbing plenty of votes. Runner-up was Greg Trapnell's HQ Monaro, a popular car for its wheelstanding antics and all the more famous for its recent trip to take on Drag Week in the US. Behind the HQ was Brock Mahoney's XC coupe, INENVY. As we've seen in previous years, having a number of cars of the same body style in the running tends to split the vote, with HQ fans having to choose between Trappy's Monaro and Lou Ackovski's slammed and chopped TOXIC Q. Same goes for Brock's XC and Kynan Hall's tyre-frying DVLXC.

That said, Nathan's ute was a clear winner, and while wild-and-crazy monsters are what make people pick up magazines – we know that from looking at the sales of each issue – a lot of folks were clearly attracted to the HR's mix of Top 60 build quality, cool retro-tech driveline and pure streetability.

Nathan, his family and his mates all put in a monster effort to build a Street Machine Of The Year winner in Nathan's dad's humble two-car shed, and it was a pleasure to present them with their \$20,000 prize thanks to Valvoline. Nathan treated me to a ride in the HR, and hoo-boy, it goes as well as it looks! The RB25DET would sure look cool in the engine bay of my EJ, but I don't think I'm ready to swap tradition for horsepower just yet. Still, I can dream. ■





# CONTENTS

DECEMBER 2015 | VOLUME 35 | ISSUE 12



032

## RENAISSANCE ART

Down Town Kustoms turns Glenn Profilio's FC ute into a rolling masterclass of elite-level car craft



## GREAT WHITE

George Kollis's award-winning VF hardtop moves to the beat of a blown 406

114



128

## > FEATURES

### 10 **SM DRAG CHALLENGE 2015**

All the trials and triumphs from our five-day, 1400km automotive torture test

### 18 **2015 SMOTY WINNER**

Nathan Booth is our youngest-ever Street Machine Of The Year winner with his RB25-powered HR ute

### 50 **SUPERNATS**

Street Machine Supernats turns 21 in fine style by lighting tyres rather than candles

### 76 **CHOPPED**

Fans of trad rods and customs get down and dirty in Newstead, Victoria for one wild weekend

### 98 **PERFORMANCE CAR MANIA**

PCM returns to Winton Raceway for three days of smoke-filled mayhem

### 120 **TORANAFEST**

Over 300 cars brave the rain at Maitland to show off the variety and versatility of the venerable Torry

### 128 **DATALOGGING - PART II**

Racers and tuners give real-world examples of how logging takes the guesswork out of tuning

### 140 **URBAN WARFARE**

Gazzard Brothers Racing's awesome seven-second HG ute has a real spring in its step

## > REGULARS

05 TELFO 10 NEWSFRONT 14 SPIT & POLISH  
16 PEOPLE LIKE US 18 LEGEND 22 SNAP SHOTS  
24 FANGING FLICK 27 YOUR STUFF & PRIVACY  
NOTICE 128 TECH TORQUE 136 DIRTY STUFF  
139 WILD AT HEART 140 URBAN WARFARE  
145 TOP 10 LISTS 146 STAGE WRITE 148 IN  
GEAR 152 SLEEPERS 156 READERS' ROCKETS  
162 IRON MAIDEN 164 LOL 166 SUNDAY TOO FAR  
AWAY 170 MILL OF THE MONTH



18



50



76



98



120





# 086

## CRUISE MISSILE

With 650hp on tap, this 6/71-blown big block-powered Monaro will leave you in a Purr-Pull haze



## FAST LANE

A blown, injected Windsor-powered Compact Fairlane, good for 1600hp? Sign us up!

# 060



## TIME CAPSULE

Scott Ribbons is the careful custodian of Ron Keegan's classic 80s FJ ute build

# 092



# < 042

## MOVING VIOLATION

Jon Freni gleefully baits the Blue Oval purists with his wild LS1-powered XW Fairmont



# < 068

## THIS MEANS WAR!

Jay Bloss bounces back from automotive catastrophe with a blown Gemini you don't want to mess with



# < 106

## CRISIS MANAGEMENT

Greg Hogan demonstrates the right way to have a mid-life crisis with his insanely detailed pro touring Camaro





# Street MACHINE

## EDITOR

Simon Telford

## KEYBOARD, CAMERAS AND SPANNERS

Scott Taylor

## ART ATTACK

Leah Gionis, Gavin Morrison

## SUB-EDITORS

Brett Collingwood, Tristan Tancredi

## WEB GURUS

Bonnie Jacks, Ryan Lewis

## ED ASSISTANT

Aiden Taylor

## CHAMPION CONTRIBUTORS

Mark Arblaster, Victor Bray, Andrew Broadley, Kirsten Broadley, Dave Carey, Coventry Studios, Carly Dale, Alistair Davenport, Simon Davidson, Matthew Everingham, Aden Jacobi, Nathan Jacobs, Iain Kelly, Steve Kelly, Bob Kotmel, Jordan Leist, Simon Major, Mark McCoy, Rohan Phillips, Aiden Taylor, Chris Thorogood, Steve Titcomb, Noel Tuckey, Boris Viskovic, Daniel Ward, Rick Welch

## COVER IMAGE

Chris Thorogood

## GROUP SALES MANAGER

Matthew Rice

(02) 9263 9706, [mrice@bauer-media.com.au](mailto:mrice@bauer-media.com.au)

## BRAND SALES MANAGER

Joseph Lenthall

(02) 8114 9421, [jlenthall@bauer-media.com.au](mailto:jlenthall@bauer-media.com.au)

## VICTORIAN SALES MANAGER

Bruce Williams, Overdrive Media

0418 349 555, [bruce@overdrivemedia.com.au](mailto:bruce@overdrivemedia.com.au)

## QUEENSLAND SALES MANAGER

Todd Anderson

0409 630 733

## SOUTH AUSTRALIAN SALES MANAGER

Nick Lenthall

0439 485 835, [nick.lenthall@bauertrader.com.au](mailto:nick.lenthall@bauertrader.com.au)

## WESTERN AUSTRALIAN SALES MANAGER

Greg Boase

0408 516 176, [greg.boase@bauertrader.com.au](mailto:greg.boase@bauertrader.com.au)

## AGENCY SALES MANAGER - NSW

Max Kolomiets

(02) 8275 6486, [max.kolomiets@bauertrader.com.au](mailto:max.kolomiets@bauertrader.com.au)

## AGENCY SALES MANAGER - VIC

Andrea de Kauwe

(03) 9567 4388, [andrea.dekauwe@bauertrader.com.au](mailto:andrea.dekauwe@bauertrader.com.au)

## MARKETING MANAGER

Siobhan McNab

## MARKETING ASSISTANT

Maegan Kinson

## PROMOTIONS

Natalie Frazer

## CIRCULATION MANAGER

Stuart Jones

## PRODUCTION CONTROLLER

Lynda Jordan

## OPERATIONS & FINANCE MANAGER

Richard Wein

## EDITORIAL OPERATIONS MANAGER

Adam Morrissey

## ASSOCIATE PUBLISHER

Ged Bulmer

## BAUER TRADER CEO

Keith Falconer

## BAUER MEDIA CEO

David Goodchild



ISSN 0810-0187

A division of Bauer Media LTD ACN: 18 053 273 546



# YOU ARE HERE



You, behind the wheel, on the famous Mt Panorama track. Just buy any Valvoline SynPower for the chance to win a Bathurst V8 race experience for you and a mate\*. **Full details at [synpower.com.au](http://synpower.com.au)**

\*Promotion runs between 1.9.15 and 30.11.15. V8 Race Experience Prize must be taken on TUESDAY 9th FEBRUARY 2016. Winner will be drawn on 9th December 2015. Visit [synpower.com.au](http://synpower.com.au) for full terms and conditions. The promoter is Valvoline (Australia) Pty Ltd, ABN 86 000 446 855, Suite 603, Level 6, 2 Burbank Place, Baulkham Hills, NSW 2153. Telephone: 02 8603 2300. NSW Permit No: LTPS/15/04510; ACT Permit No: ACT TP 15/06144.1





# NEWS FRONT

DECEMBER 2015: ALL THE NEWS THAT MATTERS  
STORY SCOTT TAYLOR

## DRAG CHALLENGE 2015: RUN AND WON

> QUENTIN FEAST GOES TWO FOR TWO AT DRAG CHALLENGE



AS WE go to press, the *Street Machine* Drag Challenge 2015 has been run and done, with Victoria's Quentin Feast and his twin-turbo LH Torana taking the overall win, as well as the top trophy in the Radial Blown class. But he didn't have an easy time of it; the Commodores of Terry Seng and Adam Rogash were right there in the mix and after five days the winning margin between Quentin and Terry was just 0.031sec, with Adam just 0.417sec further back.

It was a surprise victory for Quentin, who destroyed a transmission on day one at Calder Park while Terry began with a 7.86@166mph. "When we had that trans problem on day one and then Terry ran a seven, we thought: 'No one is catching him,'" Quentin says. "But we never

thought about giving up. I don't think it's sunk in that we've won again; we're exhausted."

Quentin wasn't alone with transmission problems though; Terry also replaced a trans on day three after a gruelling 300km+ drive from Horsham to Mildura in 30-degree heat.

"Day three at Mildura was the one that hurt us the most," Terry admits. "We were fastest at Calder and Portland, but having to change the transmission the minute we rolled into the track cost us time, and so the track temp was already too hot once we got out there."

In the class battles there were some interesting match-ups, with Adam Rogash and his VT Clubsport taking the win in Outlaw Blown ahead of Harry Haig's recently painted HQ sedan. Outlaw Aspirated saw Queenslander Mark

Clifford dominating with his 598ci Mustang, with Adam Lynch and his green tonner finishing runner-up. In Radial Aspirated it was the battle of the Capris, with Alon Vella proving too strong for Tristan Triccas, while the DYO class saw Alysha Teale run so consistently across the five tracks that her five times were separated by just 0.012sec, with John Kerr finishing second with a spread of just 0.064sec.

After five days, five tracks and over 1500km of gruelling punishment across western Victoria, almost all the entrants had smiles from ear to ear. The general consensus was that it was the toughest thing they've ever done, but they're already lining up for next year. We'll let you know the details later. For now, check out a ton of video from the event at [streetmachine.com.au](http://streetmachine.com.au).



## > HOT GOSSIP

### FROM ALICE TO TEMORA

SOME people might think about having a rest from their car after something as big as the convoy to Red CentreNATS (see last issue), but not Peter Traumanis and his mates.

Without touching anything mechanical on the twin-turbo LS1 in Peter's VT Commodore, the boys gave the car a quick makeover to take on the 1000m sprints at the Temora 1000. This included a big set of HSV brakes, an alloy air dam and a fibreglass bonnet and scoop to help get some heat out of the 'bay.

So what can a Commodore with 600rwhp at its disposal do with a whole kilometre of road from a standing start? How does 265.4km/h sound? It did the dash in a best of 20.1sec, which was enough for Peter to take out his class and finish sixth outright. Nice one!



### SUMMERNATS NEWS

OUR annual horsepower festival in the nation's capital is on a little later than usual, 7-10 January, giving us all a little more time to prepare! The date also means that the City Cruise can move back to its usual timing of midday on Thursday. The Burnout Masters field is as strong as ever, and there are a bunch of super-tough cars that haven't made the cut but will get their shot at redemption in the Last Chance competition, also on the Thursday. There are some pretty big names on the outside, including Mick Brasher, Steve Loader, Peter Grmusa, Phil Kerjean and Matt Purnell. Don't miss it! Check out [summernats.com.au](http://summernats.com.au) for all the info.



### NEXT!

THE January issue of *Street Machine* is going to be a 244-page bumper-sized monster, full of goodness to entertain you over the silly season. We'll have colossal coverage of Drag Challenge, the Summernats 29 survival guide, the Ultimate Burnout Challenge from Bindoon, the Race of Gentleman from New Jersey and loads more event stuff. Feature cars will include a yarn on the fastest streeter from the Apple Isle, a famous *Street Machine* cover car getting a massive makeover in bare metal, a mint Y-block-powered T-bird and much more! On sale 17 December.

**TWO-TIMER:** Quentin Feast and Terry Seng were neck-and-neck going into the final round of Drag Challenge at Calder Park. In the end, Terry's best 8.0sec pass on day five wasn't enough to reel in Quentin in his twin-turbo LS-powered LH; his 8.23sec run was sufficient to seal the deal for the second year running



**LEFT:** Alysha Teale took part in the first Drag Challenge last year, and was back for more in 2015 in her flat-black 383 Chev-powered HQ sedan. She was the clear winner in the DY0 class, running amazingly consistent times across all tracks



**BELOW LEFT:** Terry Seng certainly took the fight to reigning Drag Challenge champ Quentin Feast this year. Both guys had battled transmission issues earlier in the week, but Terry bounced back, his twin-turbo LQ9-powered VC finishing up 0.26sec behind Quentin going into the final round at Calder Park



# NEWS FRONT

DECEMBER 2015: ALL THE NEWS THAT MATTERS  
STORY RICK WELCH PHOTOS STEVE KELLY



## RESULTS: SIX BANGER NATS 2015

> ALL THE ACTION FROM WARWICK DRAGWAY'S ANNUAL CELEBRATION OF SIX-CYLINDER POWER

**T**HESE days we all want massive-cube big-blocks and huge injector hats to sling us down the drag strip, but there are a bunch of guys and gals that can't go past a trusty six-pot. Eight years ago the late Mark Stewart launched the Six Banger Nationals with the Warwick Drag Racing Club in Queensland, and the event continues to grow each year, with 90 entries facing the starter in 2015. The event is open to both old-school and modern high-tech sixes, be they in a straight or V6.

Mick Borg took out the Modified class and the Grand Champion award in his formidable Holden-powered digger, narrowly beating mate Bob Sinclair in his front-engine dragster, with a 6.112-second pass.

Toowoomba's Andrew Hoey took out this year's Blown/Turbo championship in his wheelstanding, supercharged EH Holden, edging out Brisbane racer Dale Brown, who broke out by 0.003 seconds! Andrew's EH ran a series of stonking 7.1-second passes.

*Street Machine's* Rick Welch won the trophy no one wants to win, the Norm Stewart Hard Luck Award, which he nabbed when he ran a 9.70-second pass and spat a rod in the deep end.

To attend the Six Banger Nats in 2016, keep an eye on [warwickdragway.com.au](http://warwickdragway.com.au). We recently heard that a famous figure on the Victorian burnout scene is reviving a cool old Torana for next year's event.

**MAIN:** The Dixie Chicken humpy of Ron Holtz jagged the runner-up spot in the Stick Shift class, running in the high eight-second zone over the eighth mile. Ron is looking forward to swapping the red 202ci for a super-hot 145ci grey six, backed by a Doug Nash five-speed 'box

**01:** Rod William's T-bucket packs a Ford crossflow six, assisted by a 4/71 blower and Hilborn injection. It ran a new PB of 6.52@112mph. Rod's daughters Emily and Chloe were also out racing, driving a rear-engine rail. "It was a pretty good weekend, I got to race both my kids on Father's Day," Rod said. "They both dusted me, too. And not because their car was faster, they had better reaction times, too"

**02:** Ken Stephenson's awesome blown Holden-powered FED was plagued by traction issues. On his final pass, Ken finally found some grip and tried to launch into the timing box! Photo: Warren Jackson

**03:** Sydney racer Mick Borg took out the Modified class and the Grand Champion trophy in his Holden-powered FED







*The Leaders in Performance Products*

[www.rocketind.com](http://www.rocketind.com)



(02) 88251900

For more information on all Performance Products and your nearest Distributor please call Rocket or visit our web site. Full Rocket catalogues available online.

# MSD

## The World's No1 Ignition Products

MSD Ignition products are one of the best ways to improve your vehicles performance. By introducing a powerful spark to the air/fuel mixture the combustion in the cylinder becomes much more efficient. With complete combustion the piston has more force acting on it, which in turn results in improved performance. Racers all over the world have used MSD Ignition products for decades but MSD products are as much at home on your daily driver as they are on a Top fuel dragster. No matter what you drive MSD can improve its performance.



# Holley

## Gen 3 Ultra Dominators

- High volume HP fuel bowls up to 1475 CFM.
- Larger radius air entries

## Hydramat

Perfect for vehicles experiencing fuel starvation during hard cornering, acceleration, stopping, inclines, and low fuel conditions. Unique internal reservoir assists in keeping fuel available at the pickup even under extreme fuel slosh conditions



LS Series ram manifolds with fuel rails



Aluminium Ultra HP Carburetors

E8S 4150 Ultra HP aluminium carburetors





# SPIT AND POLISH

Send your event details to Spit & Polish, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email [streetmachine@bauer-media.com.au](mailto:streetmachine@bauer-media.com.au).



> 20-22 NOV, NARROGIN, WA

**20-22 NOV, NARROGIN, WA**  
Narrogin RevHeads 2015, Narrogin Town Centre. Contact Patrick 0437 898 325 or Stew 0439 098 492.

**21 NOV, PETRIE, QLD**  
Sims Rock 'n' Roll Show 'n' Shine, Old Petrie Town. Contact Simon 0449 291 000.

**22 NOV, CULCAIRN, NSW**  
Culcairn Show 'n' Shine & Swap Meet, Culcairn Football Ground. Contact Brendan 0438 298 717.

**22 NOV, MEREDITH, VIC**  
Meredith Car Show & Family Day, Meredith Football Grounds. Contact Leon 0407 871 151.

**27-28 NOV, ADELAIDE, SA**  
Adelaide Auto Expo 2015, Adelaide

Showgrounds. Contact Geoff 0410 356 356.

**27-29 NOV, GEELONG, VIC**  
Geelong Revival, Ritchie Boulevard, Geelong Waterfront. Visit [www.geelongrevival.com.au](http://www.geelongrevival.com.au).

**27-29 NOV, SHEPPARTON, VIC**  
Shepparton Springnats, Shepparton Showgrounds. Visit [www.autofest.com.au](http://www.autofest.com.au).

**28 NOV, COORIEMUNGLE, VIC**  
Prison Break Weekend, Camp Cooriemungle. Contact 0417 983 578.

**28-29 NOV, MORUYA, NSW**  
Shannons South Coast Nationals, Moruya High School. Contact 0419 845 890 or (02) 4474 3761.

**29 NOV, EASTERN CREEK, NSW**  
All Ford Family Day, Sydney Dragway. Contact Godfrey 0402 060 424.

**29 NOV, GARFIELD, VIC**  
Garfield Car Show and Swap Meet, Garfield Recreational Reserve. Contact Mark 0400 832 575.

**29 NOV, GLENORA, TAS**  
Glenora Automobile Show, Glenora District High School. See Facebook.

**29 NOV, KILMORE, VIC**  
Wallan Classic Vehicle Club Show 'n' Shine, Kilmore Football Ground. Contact Darryn 0438 570 794.

**04-06 DEC, HOMEBUSH, NSW**  
Mopar Nationals, Homebush Raceway. Visit [www.facebook.com/MoparNationals](http://www.facebook.com/MoparNationals).

**04-06 DEC, MURWILLUMBAH, NSW**  
Shannons Murwillumbah Motorfest & Swap, Murwillumbah Showgrounds. Contact (07) 5599 2081.

**05 DEC, WHITTLESEA, VIC**  
Whittlesea Swap Meet and Car Display, Whittlesea Showgrounds. Contact 0419 128 969.

**05 DEC, BERWICK, VIC**  
Akoonah Park Classic Car & Bike Show, Akoonah Park, Cardinia Street. Contact Nick 0417 500 198.

**05 DEC, HEATHCOTE, VIC**  
Mopar Nationals, Heathcote Park Raceway. Visit [www.facebook.com/MoparNationals](http://www.facebook.com/MoparNationals).

**06 DEC, NUMURKAH, VIC**  
Show Us Ya Wheels Car Show and Swap Meet, Numurkah Showgrounds. Contact Damien 0487 369 737.

**06 DEC, URAIDLA, SA**  
Hot Rods & Classics Picnic, Morphettville. Contact Kevin 0418 845 254.

**13 DEC, MOORA, VIC**  
Rev 'n' Rec Moora Vintage Harvest Festival, Moora Racecourse and Recreation Reserve. Find it on Facebook.

**16 DEC, CRANBOURNE, VIC**  
Classic & Rod Club of Victoria Cruise Nite, enter via Cemetery Road, Cranbourne. Contact Sam 0407 020 200.





## Get more mileage out of your vinyl, leather and rubber.

**Mothers® VLR: Vinyl-Leather-Rubber Care** safely cleans the most stubborn ground-in dirt, soil and stains. Plus, it's infused with neatsfoot oil and lanolin, to safeguard against drying, fading and cracking. It's the simple way to get the most out of your vinyl, leather and rubber.



### MLH® Microfibre

**Trying to find the perfect finish?** It is not just about the polishes and waxes you use. Make sure you use high quality microfibre towels and applicators like you find in the MLH® range to ensure the perfect finish.

**MLH™**  
PREMIUM DETAILING ACCESSORIES

**MOTHERS®**  
Polishes • Waxes • Cleaners

[motherspolish.com.au](http://motherspolish.com.au) • [detailguide.com](http://detailguide.com)  
facebook.com/motherspolishaustralia

Available at all quality automotive retailers





# PEOPLE LIKE US

STORY BORIS VISKOVIC PHOTOS NATHAN JACOBS



“It started out as a 440, but now it’s 501 cubes, 602hp and 630ft-lb. She flies!”



## KEVIN HINNEN

> HUMPTY DOO, NT

**K**EVIN Hinnen’s sinister triple-black ’70 Challenger was still on the trailer when we spotted it at Red CentreNATS, and before he even had a chance to get it off, we collared him for a quick chat about his beautiful US muscle car.

**It says 440 Six-Pack on the scoop – is that what’s in it?**

It started out as a 440, but now it’s 501 cubes, 602hp and 630ft-lb. She flies!

**Have you topped it out on the unrestricted parts of the highway here in the NT?**

Because of the 3.57 diff ratio, I can get 130mph out of it maxed out, but it gets there pretty bloody quick. It’s got a Hemi Passion Performance four-speed gearbox; if it had a Tremec in it I’d have a better chance. It’s got a Dana 60 diff in it too, so it’s all Mopar.

**Have you always been a Mopar guy?**

I’ve had a few two-door Valiant Pacers and a

couple of GT Falcons – an XY and an XA. I was too young to get an XY in 1971, but in the late 70s they were a dime a dozen. We used to blast around the bush in them. They’ve always been a passion of mine, but in the late 90s and 2000s the value started to come up on them and us normal people couldn’t afford one. In 2003 they went through the roof and only the millionaires could afford them.

**And all of a sudden everybody is an expert judge!**

I never had show cars, but they were real GTs. Because they weren’t barn finds that had never been touched, people would pick on the hose that goes to the wiper washer being wrong. Get real. The wrong radiator, the wrong battery, the wrong alternator, wrong this, wrong that. Drove me nuts.

**Is that what made you jump to US muscle?**

I just got sick of the Aussie cars and fell in love with the Yankee cars and all the choices. It was always

going to be a ’Cuda or a Challenger for me. Our dollar was \$1.06 US, and I said to the wifey: “If I’m going to get one from the States, now’s the time.” She agreed with me, and bingo! I did it all over the internet. It looked beautiful in the photos – as most things do – but it was a really good car.

**So I guess it’s what the Yanks would call a ‘tribute car’?**

I didn’t want a real one; I didn’t want a museum piece. That’s what the XY ended up being. With this one I can put aftermarket shocks on it, I can put CalTracs on it – it doesn’t matter.

**Did you enjoy Red CentreNATS?**

We’ve already booked our accommodation for next year. It was the only Challenger there; there’s a few more in Darwin, but they’re not on the road.

**Do you think the event will put a rocket up some people to finish their cars?**

I do, mate. Everyone I’ve talked to, I’ve said they’re mad if they don’t at least go down for a look. 🏁





# Power to burn.



## Ultra-high octane for unbelievable power

Experience blistering power & performance from our blend of high quality ethanol and 15% Premium 98 – it gives E85 Race Blend an ultra-high octane rating of 107.



## The official fuel of the V8 supercars

V8 Supercars demand exceptional fuel – so it's no wonder they've chosen United's E85 Race Blend as the official race fuel for the series.



## Compatible with a great range of flex-fuel cars.

E85 Race Blend is perfect for a range of flex-fuel models made by Holden, Jeep, Saab, Ford, Nissan and more. Check out [unitedpetroleum.com.au/e85](http://unitedpetroleum.com.au/e85) for details.

### THESE MODELS HAVE MANUFACTURER APPROVAL TO USE E85 RACE BLEND:

- |   |   |  |  |
|---|---|--|--|
| • Holden Commodore VE Series II November 2010, 2011, 2012, 2013 | 2007, 2008, 2009, 2010, 2011.   | • Chrysler 3.3-litre Town & Country 2008 | • Sierra ½ ton 2WD & 4WD                   |
| • Holden VF Commodore SS V Series 2013/14                       | • Dodge Avenger 2.7-litre V6, Dodge Journey 2.7-litre V6 people mover, 2009 | • Chevrolet 5.3-litre Avalanche,         | • GMC 5.3-litre Yukon & Yukon XL.          |
| • Holden Omega Sedan 2010–2014.                                 | • Dodge 3.3-litre Grand Caravan   | • Chevrolet 5.3-litre Suburban.          | • Mercedes C300 3.0-litre Luxury & Sport   |
| • Jeep Grand Cherokee / Commander 2008                          | • Chrysler Sebring 2.7-litre V6 (Sedan and Convertible),                    | • Ford 4.6-litre Crown Victoria          | • Nissan 5.6-litre Armada, 5.6-litre Titan |
| • Saab 9-3 and 9-5 Bio-Power models                             |   | • Ford 5.4-litre F-150.                  | • Pontiac 3.9-litre Montana                |
|   |   | • GMC 5.3-litre Savana, GMC 5.3-litre    | • Specially modified vehicles**            |

**FIND E85 RACE BLEND NEAR YOU: [www.unitedpetroleum.com.au/e85](http://www.unitedpetroleum.com.au/e85)**



## THE OFFICIAL RACE FUEL SUPPLIER TO ALL V8 SUPERCARS

E85 Race Blend is for suitable engines only. \*\*All motorists should rely on their own enquiries when electing to use E85. More information available at [www.fca.com.au](http://www.fca.com.au)



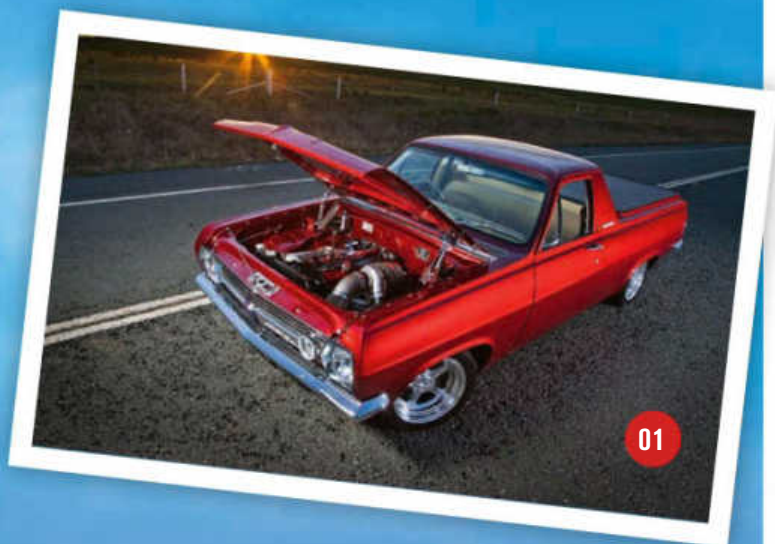
LEGEND

STORY SIMON TELFORD PHOTOS PETER BATEMAN

# SURPRISE PACKAGE







**NATHAN BOOTH WAS SURPRISED  
JUST TO BE NOMINATED FOR  
THE 2015 VALVOLINE STREET  
MACHINE OF THE YEAR AWARD.  
HE JUST ABOUT FELL OVER WHEN  
HE DISCOVERED HE'D WON**



**L**AST month I wrote that the best part about my job is handing the keys to a 520hp muscle car over to a lucky reader, but I forgot that surprising the winner of the Valvoline Street Machine Of The Year award with the news that they had won is also a pretty good giggle.

It isn't always easy to set up, but once I'd called Nathan Booth's dad Stephen (making sure he was safely seated first), it became clear that we'd be able to arrange one hell of a surprise for the 2015 SMOTY winner.

Stephen called his son and asked if he could come over on Sunday to help him fit some roller rockers to his own HR sedan (SM, Oct '12). He then called a select crew of Nathan's mates, and we all arranged to be hiding – complete with camera crew – in the family garage, waiting for the unsuspecting winner.

At 23 years of age, Nathan is not only the youngest-ever SMOTY winner, but is the first to do it with a six-cylinder car – and a Japanese six at that! The times, they are a-changing!

For those new to *Street Machine*, SMOTY has been running since 1988, and it is the most prestigious and richest award in our sport. The readers of *Street Machine* vote online and via SMS, choosing their favourite car from a shortlist of 16 chosen by the staff of the mag. That means it is a vote of pure people power.

#### **Were you surprised to be nominated for SMOTY?**

Yep, I was very surprised, I didn't expect it. I didn't know it happened until Dad called me and said: "Check your phone." He'd texted me a photo out of the magazine with the ute as one of the finalists. That was pretty cool!

#### **Did you think you had a chance to take it out?**

Nope! I even forgot to vote for myself [laughs].

#### **How old were you when you got the ute?**

Twelve years old. Dad had his HR, so I wanted one too, but I wanted a ute. It was just going to be a basic streeter with a 186 in it. Then as I got older and had a bit of money coming in I got a bit more ambitious. I bought a Commodore V6 for it, then a twin-turbo 202. Finally I bought an R33 Skyline GTS-T half-cut with an RB25 in it and it got out of hand [laughs]!

#### **These kinds of conversions have been around for a long time, but they still stir the traditionalists up.**

Yep. A lot of my mates had some really fast Skylines, so I wanted the HR to go that well. And I'd be able to beat Dad too, which was a bonus!

#### **It is amazing how good it looks in there, like it was meant to be there.**

It is a pretty easy swap; it is amazing how well everything

**IT WAS JUST GOING TO BE  
A BASIC STREETER WITH  
A 186. AS I GOT OLDER  
AND HAD A BIT OF MONEY  
COMING IN, I GOT A BIT  
MORE AMBITIOUS**

**MAIN:** Winners are griners! We sprung the news on Nathan that he'd won SMOTY by hiding in his dad's garage with the cheque and some of his closest mates

**01:** The opening shot from our feature on the ute in SM, Dec '14. Bright Ruby Red duco, a cool retrotech conversion, nice stance and great trim give the ute big street appeal



lines up. The only major mod it needed was to enlarge the transmission tunnel.

**And the car was mostly built in your dad's shed?**

Yep. It went out for paint and trim and that was it. My old boss Aaron O'Brien did the paint, Josh Grose did the upholstery and Les Simpson did the tray – all mates, so that is pretty cool.

**SMOTY isn't your first trophy though, is it?**

We finished it with the goal of getting to the HD/HR Holden Nationals in Mildura 2014. It won Grand Champion and Entrants' Choice. It made Top 60 at *Street Machine* Summernats and got an Encouragement Award, and won Top Ute and a few other awards at Supernats and the South Coast Nationals. We took it to Warwick for the HD/HR Nationals this year and won Top HR Highly Modified.

**What do you think the appeal of the ute is?**

It is the kind of car that people walk past at first, but then they walk back and take a closer look. I wanted the trim to be pretty special but I made sure we kept the bench seat and the factory steering wheel to maintain the car's identity.

**And is it starting to see some street time now?**

Yep, it has about 1000km on it; I've started driving it to work. I'm starting to think I shouldn't have set up the rear end like a drag car, but its pretty good on the road.

**Would you like to have a go at racing it?**

Yep, I'd love to get it up to the Six Banger Nats in Warwick. The

car is making about 300kW at the wheels, but we haven't really leaned on it yet, there is more in it.

**And I hear that you've turned your hobby into a career?**

Yep, a couple of mates and I have started our own mechanical shop in Fyshwick, On Point Performance. We've only been going four months, but it is going well.

**Reckon you'll have a go at Grand Champion at Summernats 29?**

I'll put it in Elite and see how we go [laughs]. If it happens, we'll drive the wheels off it! Thanks heaps to *Street Machine* and Valvoline for the award, I'm really blown away. 🏆

**I'D LIKE TO GET IT UP TO THE SIX BANGER NATS. THE CAR IS MAKING ABOUT 300KW AT THE WHEELS, BUT THERE IS MORE IN IT**



02: Cars like Nathan's ute don't often get built without the support of family and friends. Nathan's mum Karen has been a big supporter of both Stephen's sedan and Nathan's ute build, and there is a car on the go for her next – a windowless HR van. There is also a wagon kicking around so they can complete the set! To see the video we filmed on the day, do a search on [streetmachine.com.au](http://streetmachine.com.au)

03: You don't need a pro workshop to build a SMOTY winner; you can do it in a two-car suburban garage! Stephen Booth's modest shed is an air-conditioned beauty, packed with show trophies for his HR sedan and memorabilia dating back to the *Street Machine* Nationals days. He has been a scrutineer for *Street Machine* Summernats since day one







# auto-photo .com.au

Drive through photo booth service.



## CAR LOVER?

*or*

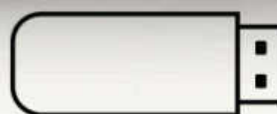
## CAR SELLER?



**Easy drive through**  
photo booth service



**Quick creative photos**  
for social media & sales



**\$150** for 15 high quality  
photos on USB card



**\$300** for 15 photos on USB  
card, creation of ad for sale  
and assistance with online  
listing on 3 sites

**VISIT US AT**

207 Ballarat Rd Maidstone VIC 3012

**CALL NOW TO BOOK**

# 1300 737 437



[www.auto-photo.com.au](http://www.auto-photo.com.au)

Auto-photo is a service provided  
by Photobooth Investments P/L



## GIFT VOUCHERS NOW AVAILABLE!

Great xmas or birthday gift idea for your *car loving friend* or  
family member. Order one today via email or phone.

Phone: 1300 737 437

Email: [bookings@auto-photo.com.au](mailto:bookings@auto-photo.com.au)





# SNAP SHOTS

STORY SIMON MAJOR

## COLIN PAYNTER

> BATEMANS BAY, NSW

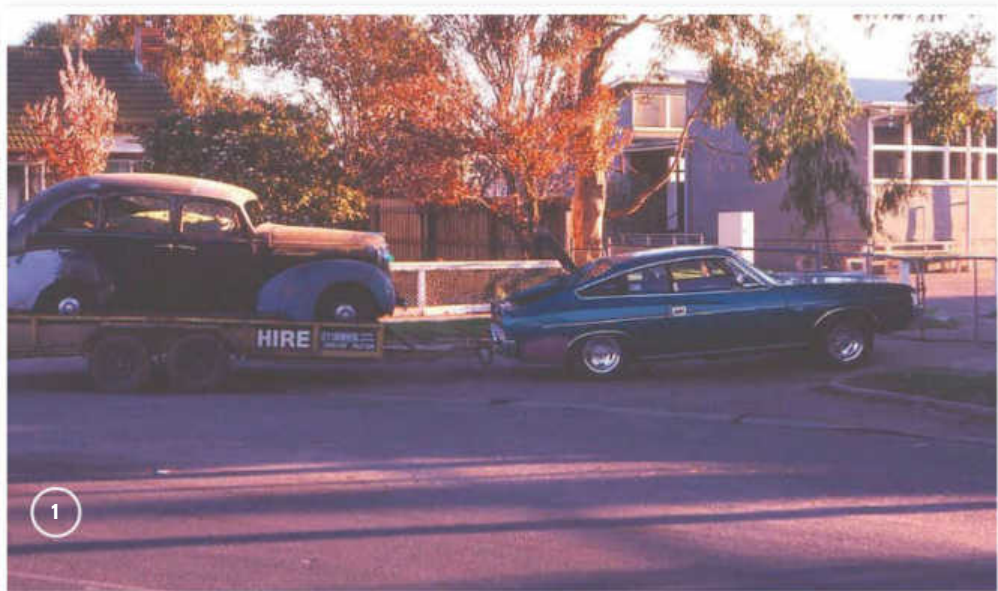
**I**T'S FUNNY how a love for certain automotive marques or models can span many years. Owning these rides can create lasting memories and experiences that keep them close to your heart. For Colin Paynter, his choice of cars over the past four decades has gone full-circle, beginning and ending with two different '39 Hudson 112s, with a bunch of tough Valiants and a 30-year stint with some US Mopar muscle in between.

**01:** COLIN bought his first car – a 1939 Hudson 112 sedan – from a Warragul wrecker when he was 15. It only had 40,000 miles on it. “I paid \$50 for it and clocked up plenty of miles cutting laps of our driveway,” Colin laughs. “At 16, I took it to the drive-ins using the plates off my dad’s FB ute. This pic of it being towed behind my first Charger was taken a few years later. I sold it to a mate, who still owns it but refuses to sell it back!”

**02:** COLIN’S first modified car was this 1969 Toyota Crown sedan bought in '73. The Tojo six-cylinder was hotted up with a lumpy Wade cam based on the specs used for tough Holden red motors. The dual-outlet factory headers were retained, but a mate fabricated a full twin exhaust in his driveway using an arc welder and pieces of old exhaust systems (remember, this was before the days of accessible tube benders). “It was a cool thing and lots of fun, but in one crash I hit the same cow in multiple places around the car so it was written off,” Colin recalls. “I used the money to buy my first Valiant, a VF ute with 18,000 miles on the clock. It was a rare ute, too, as it featured metallic paint, an auto behind the Slant 6, and had Safari wagon trim on the tailgate.”

**03:** THIS XL-spec VH was Colin’s first Charger, running a 245 and three-speed. “The night after I bought it, a drunk driver in a VJ Regal ploughed into the rear quarter and shortened it by a foot,” he says. “The panel shop foreman from the local Chrysler dealer fixed it for me after hours, and it wasn’t long before I started customising it.” In 1977, Colin’s mate Bob made up a Firebird-style front using two VH Valiant nose cones and the middle ‘vee’ section of a Gemini bonnet skin. The Jag rear was fitted using a kit made for an EH Holden and Hillman Imp coil-overs. Colin had it resprayed in then-new CL Charger Crystal Turquoise and added later-model tail-lamps. The 245 was replaced with a 360 and New Process four-speed, and the tough-looking Charger was all but finished when an 80-year-old granny smashed into it. Colin was heartbroken. The Jag rear ended up in an HQ panel van and the running gear was sold to a mate.

**04:** COLIN bought an XJ6 Jag that he intended to repower with a 440 Chrysler, “but it was such a piece of junk that in 1980 I traded it on a CL Valiant Sportspack panel van”. It was a reliable jigger with a







Hemi 245 and T-bar auto, but a few months into his ownership, the air cleaner bolt came loose and fell down the carby into the engine. "It bent a couple of valves, so it was a great excuse to repower it with a 360 small-block and 727 Torqueflite from a wrecked VK Charger."

**05:** THE van was sold in early '82 to fund a VH E55 Charger. "The brothers selling it had blown up a 360, refitted a 340 but had problems with an engine vibration so were over it," Colin says. "360s are externally balanced, so I went home and chiselled the counterweights off the torque converter, which got it sorted. I fitted a nine-inch Ford LSD, cheap extractors and shift-kitted the trans." Colin and the Charger did a heap of passes at the Calder Park street meets and ran a 14.2@102mph best.

**06:** IN OCTOBER 1982 Colin spotted a '72 Plymouth Satellite advertised in the *Latrobe Valley Express* newspaper. "The owner had bought it new in California and driven it around the USA, before importing it back to Victoria and converting it to RHD. I fitted the 340 and 727 out of my E55, which was a big improvement over the original 318, and was the first of many engine combos. A 440 was fitted on the Wednesday before the 1984 Street Machine Nationals in Canberra, and it was a great thrill to score a picture in the following issue of *Street Machine*. Thirty years later, I still own the car, dubbed the Rogue Runner, which is nearing the end of a rebuild, including a full body resto and a fresh 440."

**07:** AS WELL as the Plymouth, Colin is busy with two additional projects. The freshly painted CL Valiant Sportspack was bought in 2014, and is awaiting a straight LPG-fed 318 small-block and T5 transmission. Colin's Hudson love never waned either, and his hot-rodded 1939 112 sedan is powered by a Chrysler 360/727 combo, riding on a Jag front end and late-model Falcon ute diff. ■■■

PLYMOUTH Satellite Coupe. Imported and first registered Australia. Nov. 1973. 318 cubic inch. Auto. Mag wheels with excellent ERTS steel belt tyres. Radio/tape player. A well kept eye-catching machine \$3200 - Phone (051) 55 1949.



## NEXT LEVEL CAR CARE™



QUICK, DEEP SHINE  
BETWEEN WASHES

REMOVES WATER  
SPOTS AND LIGHT  
CONTAMINANTS

REPELS WATER AND  
DUST TO KEEP SURFACES  
CLEANER, LONGER

AVAILABLE AT YOUR LOCAL  
AUTO ACCESSORY STORE



FOR MORE INFORMATION,  
VISIT [EAGLEONE.COM.AU](http://EAGLEONE.COM.AU)



# FANGING FLICK

STORY SIMON MAJOR



## LE MANS 1971

> STEVE McQUEEN TAKES YOU FOR A DRIVE – AT 200MPH!



### BREAKDOWN

**VEHICLES:** 1970 Porsche 917, 1970 Ferrari 512, 1970 Alfa Romeo T33, 1970 Aston Martin DBS, Ferrari 275 GTB, Ford D-Series, 1970 Rover 3500, 1969 Porsche 911, 1970 Chevrolet Corvette C3, 1966 Ford Transit

**STARS:** Steve McQueen, Elga Andersen, Siegfried Rauch, Ronald Leigh-Hunt, Fred Haltnier, Luc Merenda, Christopher Waite

**DIRECTOR:** Lee H Katzin

**ACTION:** Gritty and realistic race drama based on the real-life Le Mans 24-hour endurance event. The slow-motion crash scenes add an exciting element to this near-documentary film

**PLOT:** American racer Michael Delaney struggles with guilt following the death of a fellow driver, amidst the action and turmoil of professional motorsport

**R**EGARDED as the peak and, sadly, the beginning of the end of Steve McQueen's career, *Le Mans* was a real labour of love for the then-Hollywood A-lister and obsessive racing fan. After losing the lead role in 1966's *Grand Prix* to James Garner, McQueen poured his heart and soul into creating this film, ultimately losing his fortune along the way.

McQueen plays Michael Delaney, an American driver recruited to race a Gulf-sponsored Porsche in the gruelling Le Mans 24-hour race at the height of the Porsche-vs-Ferrari team wars. A crash took the life of a Ferrari driver the year before, and Delaney harbours guilt-by-association for the death, exacerbated by a romantic interest in the tortured widow, Lisa (Andersen), who reciprocates his feelings.


The romantic sub-plot is brilliantly acted out by McQueen and Andersen. The near-total lack of dialogue between the pair accentuates their on-screen chemistry and highlights the shared pain that ultimately draws their characters closer.

However, *Le Mans* is by no means a mushy affair; the main focus is definitely the on-track action. In true McQueen style, the level of detail in the film is second-to-none, with viewers taken in as close to the action as possible and treated to the grit, sweat and tension you would expect to experience behind the wheel. With many of the racing scenes shot during the real 1970 Le Mans race, the crowds, activity and hype are legitimate and add to the documentary feel.

The Porsche 917 and Ferrari 512 were the big guns of the era, and much of the screen time is understandably devoted to them. The starting grid sequence of drivers fidgeting with car controls while waiting for the flag-fall, all set to a heavy heartbeat, explodes into one of the best movie car scenes of all time as engines scream and tyres are smoked.

The obligatory crash scenes are first shown straight-up and then dissected in blow-by-blow slow-mo. The producers certainly wrung as much value as possible out of this footage; the cars that were sacrificed would now be worth millions.

### VERDICT: 5/5

*LE MANS* is an intriguing film that will have you hooked from the drop of the starter's flag. It is McQueen at his career-best, using his considerable charisma and intensity to convey the character of Delaney in a film where dialogue is sparse. The race footage is seat-of-the-pants stuff that draws on some great angles and seriously cool engine noise. Lock the kids out of the house and put your blinkers on – this is one flick you want to watch uninterrupted. 



**COOL FLICK FACT:** The Porsche 917 driven by McQueen in the film is now owned by comedian and Porsche collector Jerry Seinfeld



# Edelbrock<sup>®</sup> Racing

MADE IN  
USA



  
**ROCKET**

HOT RODS . CUSTOMS . MUSCLE CARS

Edelbrock was born from the need to go faster and harder than everybody else. Today it still drives us, with an outstanding line up of the worlds best speed equipment for all types of vehicles. Come see what we have available to help you win races, cruise the boulevard or scare some old ladies.

(02) 8825 1900  
[www.rocketind.com](http://www.rocketind.com)



**Street  
MACHINE**

PROUDLY SUPPORTED BY  
**RARE  
SPARES**

# SUMMERNATS-24



**JAN 7-10: CARMAGEDDON**

**SETH SENTRY**

**HOODOO GURUS**

**YOU AM!**  
PLUS MORE!

**EXHIBITION PARK  
PLANET CANBERRA  
TICKETS ON SALE NOW  
SUMMERNATS.COM.AU**

**SHOWCAR ★ MASTERS**

**HORSEPOWER  
HEROES**

**LIQUI  
MOLT**

**BURNOUT MASTERS**



# YOUR STUFF

Write to: Your Stuff, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email [streetmachine@bauer-media.com.au](mailto:streetmachine@bauer-media.com.au). Make sure you include your address (not necessarily for publication). Keep it short and sweet!

## > LETTER OF THE MONTH

### AUSSIE, AUSSIE, AUSSIE

NO ONE can say the ANZAC spirit has died in Australia. I have just returned from the USA where I attended Drag Week and witnessed almost impossible odds faced by the Australians that competed. Five drag strips, 1200 miles to attend them all, carry your spares and crew in the vehicle and over 300 competitors all trying to win their respective classes to be the fastest street-legal cars in the world. I can't speak highly enough of our boys that held out until the end and got the task done. They did us proud.

PS: Your photographers were the hardest workers of them all in covering the event.

Rod Hadfield, email



### TURNING JAPANESE

I RECENTLY completed a RB30 five-speed conversion in my VH and everything went sweet. Just before the project finished, however, an unmolested VK with a carbied 'black death' 202 and 'Traumatic' popped up that I couldn't go past, so the VH is on the back-burner for now.

My question is: If I use the 'dirty 30' conversion for the VK, will I need to get it engineer-certified? Or should I just LS it?

Adam Landrigan, email

G'DAY Adam, yep, you'll need an engineer's certificate for your RB30 conversion, but if you've done everything nicely – such as the wiring, fuel system and gauges – you shouldn't have a problem. Why not have both?

### CAR SICK

I HAVE enjoyed *SM* since my youth in the mid-to-late 80s; I have hundreds of your great mags. Love your work, especially the special editions like *Hot Rod* and *LSX Tuner*. I like Telf's EJ, mainly because it's unique and not just for show.

I got infected by my first ride – a '68 two-door GTS – and the many Holdens, early Chevs and Valiants in our family only fed the illness. I like V8s, but I love the old Holden and Val sixes. I have a few – an EJ grey motor with triple SUs and auto, a 179, 186, 202.

I told my wife my need for 'rusty gold' is worsening; my doctor is working on a cure.

Jason Dreise, email







## CRRAZY IN LOVE

I'M DESPERATE to know whatever happened to the two-tone Momo CRRAZY VS ute? I think Bob Roman built it back in the day, and it was his for a while until it was sold off to James Scarlett.

I'm only 23 and have never seen this ute in the flesh, but my obsession with it is unparalleled and I'm desperate to track it down.

If there is a way to find out where this ute is at the moment, its status and whether the person who owns it would ever part with it, then please let me know.

Keep up the great work with the mag.

**Paddy Barber, email**

*HEY Paddy! We got in touch with James, and yep, he still owns the ute. Apparently he's not doing too much with it at the moment as he's not all that involved in the scene these days. While he's not particularly looking to sell it, he did say that if the right offer was made, he'd have to consider it!*



## MYSTERY MACHINE

CAN anybody give me some information on this vehicle? It's a Holden EH station wagon with Victorian rego number PB 359. It has Dragway mags with BFG T/As; XB bonnet bulge and flutes; shaker with Chevy on the side; XB side mirror and door handles; GTS flutes in the front guards; looks like an XB GT fuel filler cap; and centre-mount aerial. Not sure on the colour.

I know I've seen it in a magazine before – maybe *Street Machine* or *Custom Vans & Trucks*? Hoping someone will have info on it so I don't have to go through all my magazines.

**Brad Hayes, via Facebook**

## STEAL WHEELS

ON SUNDAY 4 October 2015 my Shell Yellow HJ GTS Monaro coupe (rego: AA 28 FP) was stolen from outside my house. I have owned Monaros for the past 36 years. This is the second time I have had one stolen.

The feeling when you discover your car is gone is indescribable. The only way to stop these thefts is for everyone in the modified car world to refuse to purchase parts they suspect to be stolen, and to refuse to buy cars with dodgy provenance (altered compliance plates, engine numbers and chassis numbers).

If we all stand together on this issue there will be no market for stolen cars and parts, and I suspect the theft of modified cars will be substantially diminished.

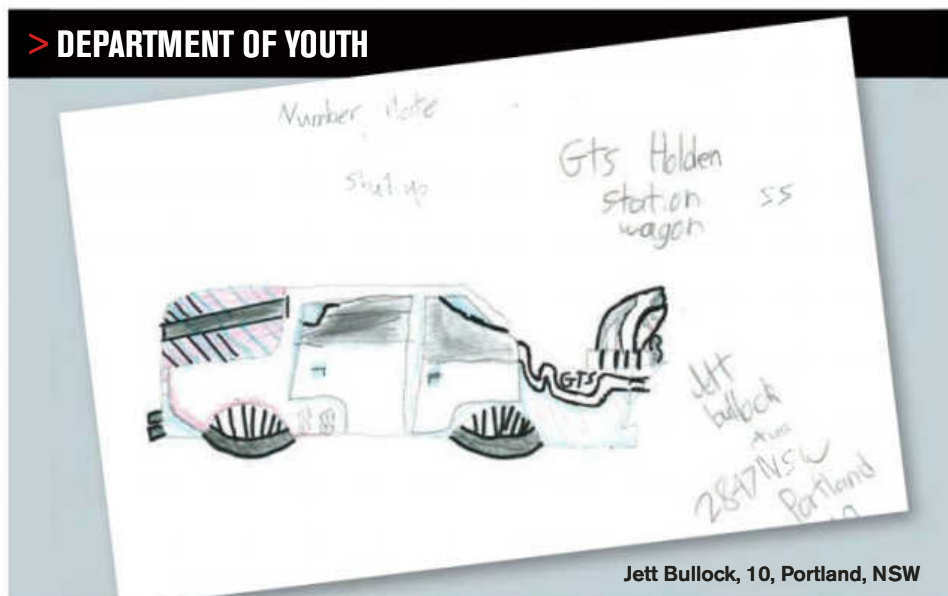
**Lt Col James Sinclair, email**

## THE LOWDOWN

I'M TRYING to remember a back issue of *SM* from about 10 years ago. It had a red XP station wagon on the cover; I think the number plates said SCRAPIN. It was on airbags, and I think the owner's name was Ben. He was photographed eating popcorn and had headphones on. Any info or photos would be great.

**Kris Fernandez, via Facebook**

## > DEPARTMENT OF YOUTH



**Jett Bullock, 10, Portland, NSW**





MAGNUSON HEARTBEAT SUPERCHARGER KIT

## SUPERCHARGE YOUR SUMMER

With Summer fast approaching now is the time to supercharge your ride with VCM Performance. With a wide range including, Magnuson Heartbeats, TVS Jackshaft's and our own LSA boost upgrade kits we have something for everyone. These kits are available now along with our latest release – the new side air-box. (Pictured below left)



LSA INTAKE UPGRADE



LSA BOOST UPGRADE KIT

1634 Ferntree Gully Road, Knoxfield VIC 3180

p. (03) 9763 7599 f. (03) 9763 1959

[www.vcmstore.com.au](http://www.vcmstore.com.au) [info@vcmpperformance.com.au](mailto:info@vcmpperformance.com.au)



# QUICKJACK™



## The Ultimate Car Jacking System

Model: QuickJack™ BL-5000

The QuickJack™ BL-5000 is a 2,200-kilo capacity portable car jack systems that can be easily transported. Take it to the track or drop it in on your garage floor to perform routine maintenance fast and easy. Simply position the lightweight jack frames under the vehicle, push the raise button on the remote hand-held pendant control and in less than a minute the entire car is almost two feet off the ground, ready for tyre changes, chassis tuning or other maintenance.

The QuickJack™ lifting system is designed with your safety in mind. Ranger Products™ has nearly a half-century of know-how and dedication to craftsmanship and our use of only high grade materials is what makes the QuickJack™ system one of the safest on the market.

- ✓ 2,268-kg. lifting capacity
- ✓ From stow to go in less than 60 seconds.
- ✓ Open centre design for clear under-car access.
- ✓ Remote pendant control features a 20 foot cord.
- ✓ Rugged safety lock bars with dual locking positions keep vehicles safely held in a raised and locked position.
- ✓ Quick connect/disconnect hoses for fast and convenient setup.
- ✓ Includes an eight piece set of adjustable and stackable rubber lift blocks to support cars at precise locations for increased stability and safety.
- ✓ Integrated rubber wheels for added mobility.
- ✓ Low profile jack frames fit under most race cars.
- ✓ Powerful hydraulic cylinders eliminate the need for screw mechanisms.

## Order now, while there's still time!

For immediate delivery

**CALL: 1800 777 318**

RRP.

**\$2,775** Incl GST

Delivery available Australia wide



■ P/ 1800 777 318 ■ F/ 1300 785 737

■ E/ info@garageequipment.com.au ■ W/ www.garageequipment.com.au

■ 17 Canberra Street, Hemmant QLD 4174 ■ PO Box 7120, Hemmant QLD 4174

Photos and illustrations shown within this advertisement are for identification purposes only and are subject to manufactures changes or revisions. Garage Equipment Pty Ltd is not responsible for printing errors or omissions found within this advertisement. The offer or product offers are only valid until December 31st - 2015 or while stocks last, prices quoted within this document exclude installation costs or delivery costs any other cost associated with installation of product displayed.





## > IN YOUR FACEBOOK



## STREET ELITE

AS WE went to print, *Street Machine* Drag Challenge 2015 was just wrapping up. The 50-odd cars that competed drove 1400km on the road and raced at four tracks over five days. We posted regular updates on [streetmachine.com.au](http://streetmachine.com.au) and our Facebook page, and it seemed a lot of you enjoyed sharing in the epic adventure.

**Rhys Davies** – Probably the coolest car event in Oz I reckon. Well done *Street Machine*.

**Brad Pettitt** – Hands down the best thing you can do in a car. Better then sex! LOL

**Chris Pace** – Awesome. How crazy is the green HQ ute off the line?

**Greg Richards** – I thought these were supposed to be street cars?

**Tim Bailey** – They're all registered and will be driven over 1400km, some towing trailers with their gear/equipment. Then add racing for five days. I'd call that a street car.

**Brett Kerr Gundry** – That's what a street machine is to me, not a trailered \$200K show car. Show cars are nice too look at, but a street machine is a car that's regoed and driven every day or weekend.

**Mike Darcy** – I passed these guys as they were heading south to Heathcote Park Raceway this arvo, looked real nice. Some real tough cars cruising with trailers in tow. Awesome series.

**Mitchell Warburton** – Seeing a hot-rodded Monaro towing a tinny. \*Sniffle\* – so beautiful.

**Christopher O'Sullivan** – Fast street cars towing boats rule!

**Gary Lethbridge** – How's the little Corolla with the Holden six going?

**STREET MACHINE** – Like a train!

**Gary Lethbridge** – KE10 and a red six – mmm!

**Darren Mallison** – Matthew Smart is the owner. I think he ran 11.0 at Heathcote.

**RJ McKay** – I just saw Rob Adamo cruising through Ballarat. Man, that truck sounds awesome; I could hear him from a mile away!

**Jinks Madacki** – It's great to see street machines driving around our roads and doing the right thing on the tracks. Loving the work, *Street Machine*.

ADVERTISING: Matthew Rice agency/direct, GPO Box 4088, Sydney 2001. Ph (02) 9288 9706. Vic rep: Bruce Williams, mob: 0418 349 555. Adelaide: Meghan Ritchie Ph (08) 82675022. Queensland rep: Todd Anderson, mob: 0409 630733. Japan: Japan Trade Services Ltd, 2-24-1-302, Ohashi, Meguro-ku, 153. New Zealand: Bauer Media Ltd, 49-55 Anzac Avenue, Auckland. Ph 389 254, Fax 389 498. United Kingdom: Publicitas Ltd, 525-527 Fulham Rd, London, SW6 1HF. Ph 385 7723, Telex 99 9223.

*Street Machine* is published by Bauer Trader Media, a division of Bauer Media Ltd ABN 18 053 273 546, 54-56 Park Street, Sydney, New South Wales, 2000. © 2014. All rights reserved. Printed by PMP Print, 31-35 Heathcote Road, Moorebank, NSW 2170, phone (02) 9828 1350. \*Recommended price. Distributed by Network Services, Sydney. PRIVACY NOTICE: This issue of *Street Machine* is published by Bauer Media Pty Ltd (Bauer). Bauer may use and disclose your information in accordance with our Privacy Policy, including to provide you with your requested products or services and to keep you informed of other Bauer publications, products, services and events. Our Privacy Policy is located at [www.bauer-media.com.au/privacy/](http://www.bauer-media.com.au/privacy/) It

also sets out on how you can access or correct your personal information and lodge a complaint. Bauer may disclose your personal information offshore to its owners, joint venture partners, service providers and agents located throughout the world, including in New Zealand, USA, the Philippines and the European Union. In addition, this issue may contain Reader Offers, being offers, competitions or surveys. Reader Offers may require you to provide personal information to enter or to take part. Personal information collected for Reader Offers may be disclosed by us to service providers assisting Bauer in the conduct of the Reader Offer and to other organisations providing special prizes or offers that are part of the Reader Offer. An opt-out choice is provided with a Reader Offer. Unless you exercise that opt-out choice, personal information collected for Reader Offers may also be disclosed by us to other organisations for use by them to inform you about other products, services or events or to give to other organisations that may use this information for this purpose. If you require further information, please contact Bauer's Privacy Officer either by email at [privacyofficer@bauer-media.com.au](mailto:privacyofficer@bauer-media.com.au) or mail at Privacy Officer Bauer Media Pty Ltd, 54 Park Street, Sydney NSW 2000.

# MORE GO WHEN YOU'RE ON THE GO!



## An electric water pump will reduce the load on your engine, freeing up horsepower and more.

Universally designed to suit almost any engine with a lower radiator hose, the compact, lightweight pumps mount anywhere.

Available in a variety of sizes (flow rates) and managed by a digital controller, Davies Craig electric water pumps also:

- increases fuel economy
- extends engine life

The pump "runs-on" after engine shutdown to properly cool the engine and eliminate "heat soak" as experienced by performance engines.

Combined with a Davies Craig Thermatic® fan and digital controller, your engine's cooling system will be performing at its best.

Kits are available to suit most common vehicles and can be installed DIY in very little time.

Davies Craig also have a range of proven transmission oil coolers as well as Thermatic® fans which they continually test and develop to the highest standards.



EWP®150 water pump,  
Thermatic® fan & digital controller



INNOVATION - QUALITY - RANGE

For more information 03 9369 1234 or visit [daviescraig.com.au](http://daviescraig.com.au)



# RENAISSANCE A R T

STORY IAIN KELLY PHOTOS CHRIS THOROGOOD

**IF HOLDEN HAD PUT OUT AN FC UTE IN 2015  
INSTEAD OF 1959, GLENN PROFILIO'S DOWN TOWN  
KUSTOMS-BUILT STUNNER IS PROBABLY WHAT  
THEY'D HAVE DELIVERED**











**T**HE boys at Down Town Kustoms in Taree, NSW have made a name for themselves with a few off-tap builds that are as much coachbuilding and manufacturing as they are traditional street machine building or hot-rodding. Along with their SHORP HQ Monaro build, Glenn Profilio's FC ute is a masterclass in how to build a proper pro touring car to an elite standard.

The handmade chassis, sorted suspension and stout LS drivetrain are easy to spot, as is the incredibly straight body. But much of the genius in the ute – known as Refined – is almost totally hidden. For instance, only the middle few centimetres of the roof skin is left over from the original Holden sheet metal.

This wasn't just done for aesthetics; Refined was built as a driver, as DTK founder and head honcho Graeme Brewer explains.

"The only thing that's on that car simply to look good is the engine cover and the paint; everything else has a purpose," Graeme says. "Even in the engine bay everything is symmetrical; the radiator and overflow caps are on opposite sides to match."

This isn't the first two-door 1950s Holden that DTK has undertaken for Glenn. "We started building an FE coupe for Glenn but he came up one day and said he wished we'd started on his ute instead," Graeme says. "Glenn's dad used to have an FC ute when he was a kid and he has all these really nice memories of driving around with his dad in one. He brought the ute in the next Monday."



**THE ONLY THING THAT'S ON THAT CAR SIMPLY TO LOOK GOOD IS THE ENGINE COVER AND THE PAINT; EVERYTHING ELSE HAS A PURPOSE**





ABOVE: The cabin is a comfy place to be! The floor-mounted shifter for the Tremec six-speed has a cool muscle-car feel, while custom trimmed seats and door cards give a splash of flash to the commercial cabin

RIGHT: "The bumpers and the whole tailgate are made from scratch, plus all the sheet metal around the head- and tail-lights has been changed so you can run a spline down the side and there are no lows or highs," Graeme says. "There's eight rows of fluoros in our assembly room at the shop so bodywork issues show up as a wobble in the reflection of the light"

BELOW: DTK had set the ute up to run a 1980s-style small-diameter wheel, but once Glenn saw the wheel choice for his FE coupe project he changed his mind







The running, driving ute was then gutted and welded to a chassis table to work out how it would sit with the wheel and tyre combo Glenn had envisioned. Once the DTK boys got the hoops dialled, the grinders came out and the FC lost most of its floors and firewalls before being sent for an invasive media-blasting session.

"I sent it down to get blasted on the chassis table, all inside the sills and everywhere," Graeme says. "They actually let us prime it at the blasters so we didn't have to transport it in bare steel. We then mounted the LS3, Tremec six-speed and diff in place, and built everything else around them.

"The whole exhaust was fuse-welded so there was no filler rod used at all. It's perfectly symmetrical, precision-cut. It took ages

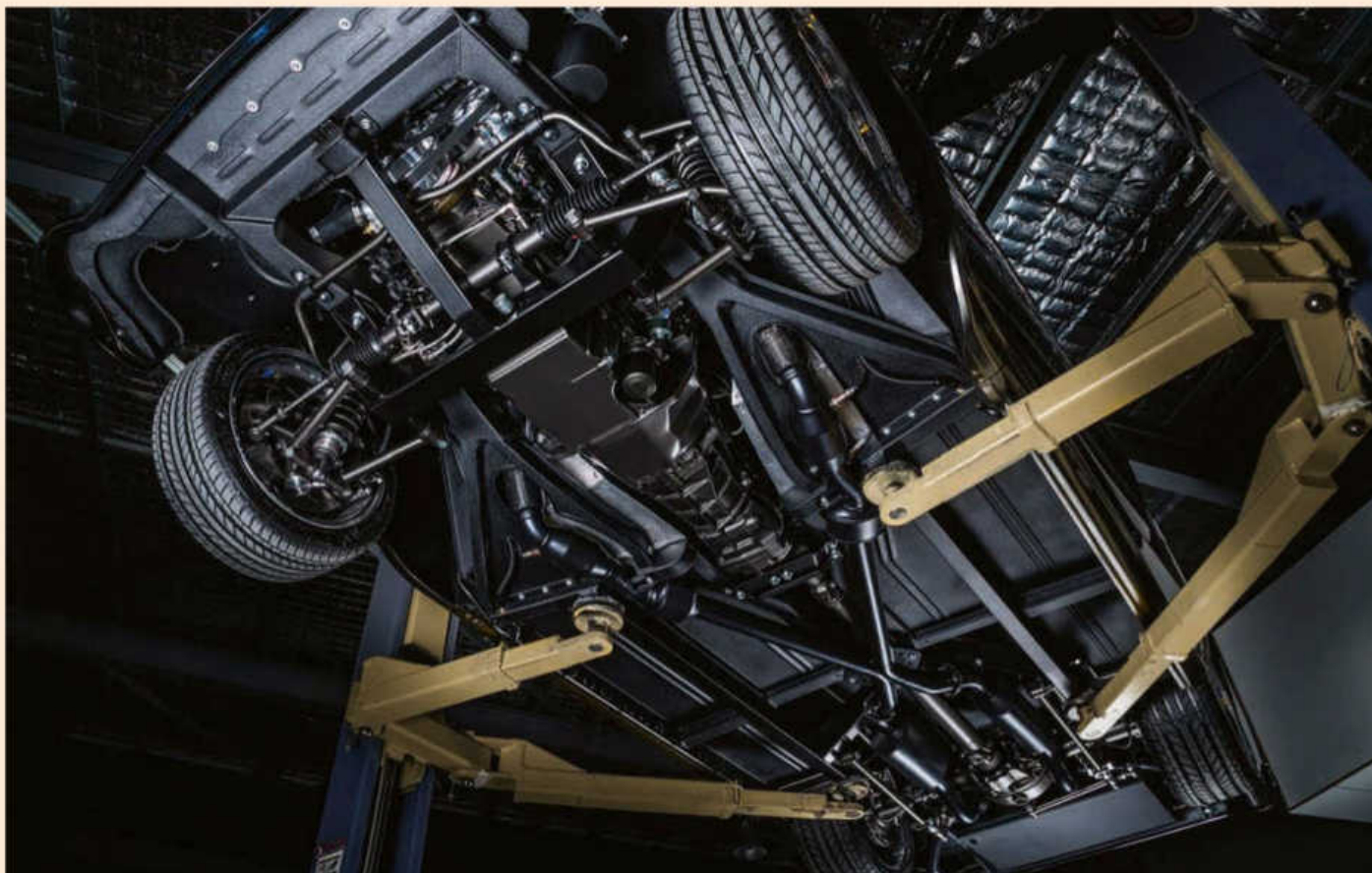
but it sounds different; it's quiet but it sounds like an AMG V8 Mercedes or a European V8 when you give it some."

DTK fabbed up a full-chassis, four-link rear-end with Watt's link, and a custom tube-arm front end using a late-model steering rack, to ensure the ute's 50s-era looks don't extend to its on-road performance. While DTK is known for killer air suspension installations, Graeme trod a different path with Glenn's old Holden. "We were always going to do coil springs, as we weren't interested in 'bags for Refined," he says. "We talked about the ride height for ages; it's got 150mm [clearance] at the sill, which means he can get it into and out of awkward driveways, just like a stock ute.

"We kept the wheel size smaller, with 16x8s in the front and







BELOW LEFT: Under the access panel in the tray floor lies the scratch-built fuel tank and filler assembly. The DTK boys had to also snake the exhaust around the Watt's link hanging off the back of the 9in diff and custom parallel four-link rear-end

ABOVE: Recessed hinges for the custom-made tailgate and a modern latching mechanism ensure the fit and finish is Elite-level

BELOW: Using the FC horn button on the steering wheel is a

classic move that helps retain some of the ute's crucial factory identity, and is mirrored by the buttons that are recessed into the seatbacks of the buckets. Central locking and power windows add to the comfort levels







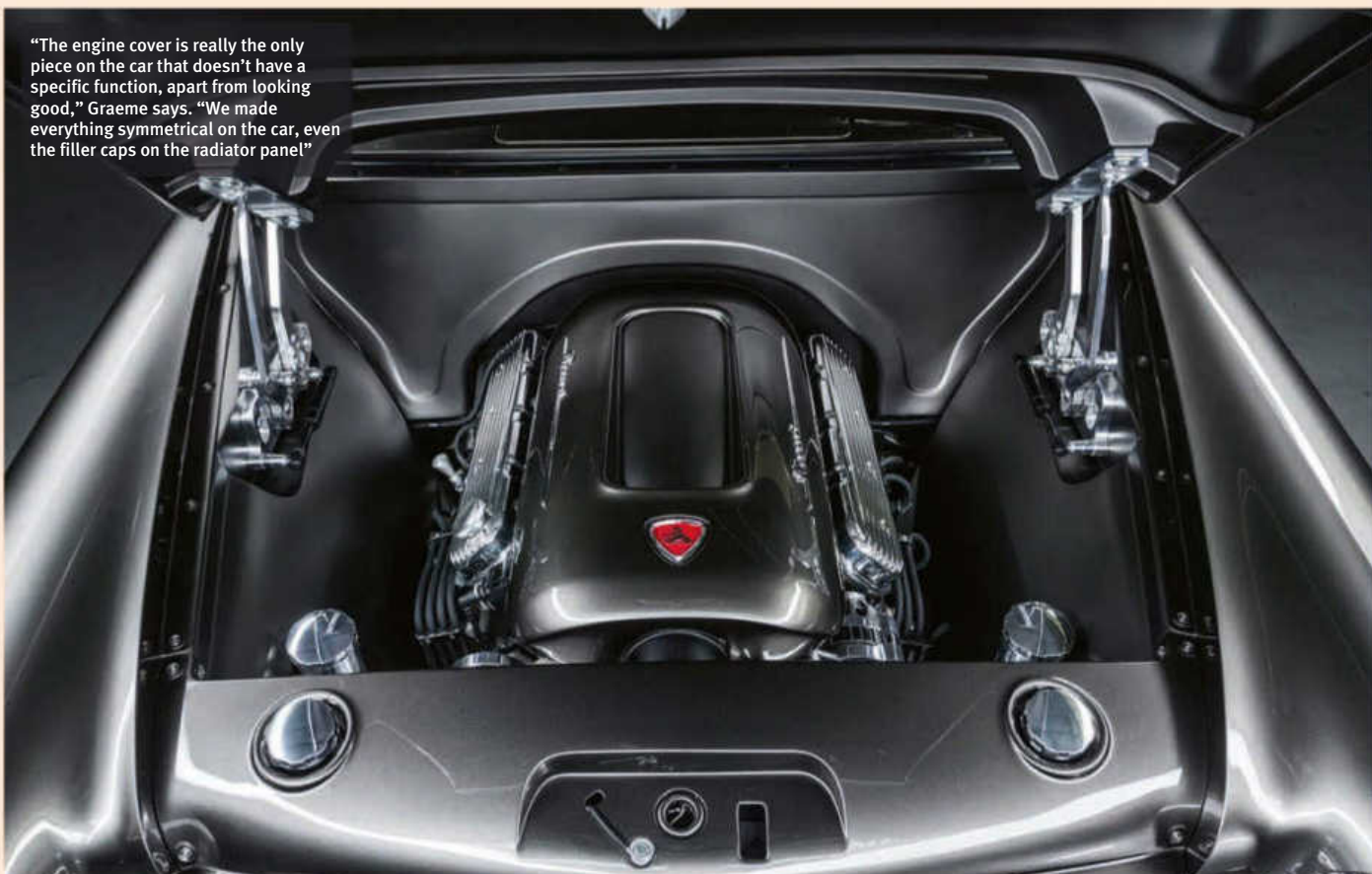
ABOVE: DTK wanted the FC to look classic but feel like a modern car, which called for contemporary fittings across door strikers, hinges and latches, window mechanisms, plumbing, even down to the conduit used to shield the wiring!

TOP LEFT: Glenn wanted his ute to be functional and easy to service, so rather than hide brake lines or master cylinders, DTK has put them in easy-to-reach places, like these custom recesses in the top of the dash. Makes regular maintenance a cinch

LEFT: Graeme didn't muck around with wrecker engines for Refined. "We bought an LS3 E-Rod kit from GM, with the engine, transmission, all the wiring, sensors, fly-by-wire throttle, cat converter and ECU. The only thing we changed was that we modified the headers and put a billet accelerator pedal in it. Otherwise we used the whole E-Rod kit, as they're a great package"



"The engine cover is really the only piece on the car that doesn't have a specific function, apart from looking good," Graeme says. "We made everything symmetrical on the car, even the filler caps on the radiator panel"







18x10s in the rear, as we tried so hard to keep the car in proportion to itself; it all just goes together.

"The choice of wheel did make it a bit harder to sort out the brakes, as you can normally only just fit a 330mm rotor behind an 18, but we managed to squeeze a 335mm rotor with a twin-piston caliper behind the 16. The front uses Renault rotors, machined down and drilled to the HQ stud pattern, with police-spec VT Commodore calipers, while the rear has VT calipers and rotors.

"We even have an emergency low-pressure warning light in the [gauge] cluster, and we sized the pistons and brake booster specifically so we didn't need a proportioning valve, just like a modern car."

While these touches could sometimes mean weeks or months of back-and-forth with the client, the DTK boys found Glenn, a Penrith local, a dream to work with.

"Every build has that brain strain, working out serviceability and how to make the car liveable," Graeme says. "Glenn just let us go and design and build every single part of it exactly how we'd want to do it. Sometimes he'd suggest something and we'd just put it to a workshop vote."

One of the mind-blowing aspects of Refined's build is the number of hours DTK put into ensuring the body was absolutely A-grade. This meant going above and beyond where many high-quality builds stop, and into the depths of car manufacturing, as Graeme explains.

"One thing we spent ages doing that was a massive deal for us was the fitment of all the parts. We read all the material data sheets from our primer and paint suppliers to measure how many microns of build-up we'd get on all the B surfaces; so that's the door jambs, under the bonnet area, strikers, inner guards, hinges and the like.

"Once we worked out how much build-up we'd get in each of these areas, we made up custom brass shims to space the areas out to the correct gap, and we'd pull one out between each coat to keep everything spaced correctly. We even used Vernier calipers to ensure the door gaps were within 0.2mm-0.4mm of being perfect.

"What we've actually done is surface the car, like in precision machining. To keep everything constant we had the shims and we had dowel pins too, so you'd never get any movement anywhere.



**IT'S GOT 150MM CLEARANCE AT THE SILL, WHICH MEANS GLENN CAN GET IT INTO AND OUT OF AWKWARD DRIVEWAYS, JUST LIKE A STOCK UTE**





"It adds a lot of time to the build but it makes it so much easier, especially when you go to fit doors. It's a matter of discipline and doing every step as close to perfect as possible."

The engineering doesn't just stop there, however. As Refined was designed to be driven, the DTK boys had to ensure it would look old but feel modern, and that meant plenty of extra jobs the customer would probably never see.

"We took the door skins off to clean the rust out from between the flanges, which you should always do, I reckon," Graeme says. "We also had to get into the inner structure to add modern hinges, power window mechanisms, central locking and latches. I knew from doing a hot rod in the past that late-90s Mazda Bravos have the skinniest door latches you can find. We used

all the plastic clips and rods from the Mazda to make it work like a new car; I even pulled apart an Ididit steering column and cut it up to put a locking barrel in it. It wasn't as hard as I thought, but this is what was required to make it feel like a modern car."

After a mad thrash to finish it off, Refined was proudly unveiled at the 2015 Meguiar's MotorEx in Sydney. The boys took home a swag of gold from the event, including Design & Execution, Engineering, Engine Bay, and top Street Machine – just desserts for such a mind-blowing build.

But if you think this is good, just remember that Glenn still has that FE coupe sitting at DTK waiting to have even more attention lavished on it. Is it greedy to have two brand new FE/FC Holdens? We reckon it's awesome! 🏆

## I KNEW FROM DOING A HOT ROD IN THE PAST THAT LATE-90S MAZDA BRAVOS HAVE THE SKINNIEST DOOR LATCHES YOU CAN FIND





**GLENN PROFILIO**  
**1959 HOLDEN FC UTE**  
**Colour:** House Of Kolor custom grey

**GRUNT**  
**Type:** Chevrolet LS3 6.2L V8  
**Exhaust:** Custom handmade twin-system

**Management:** GM E-Rod Connect & Cruise  
**Ignition:** Custom relocated coils

**BENEATH**  
**Box:** Tremec T56 six-speed manual  
**Diff:** Nine-inch, Truetrac LSD, 31-spline axles

**Brakes:** Two-piston VT calipers, 335mm Renault discs (f), two-piston VT calipers, 330mm discs (r)

**ROLLING**  
**Rims:** Intro billet, 16x8 (f), 18x10 (r)  
**Rubber:** 215/40 (f), 275/35 (r)



Rushing to get Refined to MotorEx in Sydney has meant the DTK boys still haven't hopped behind the wheel for a full shakedown, but Graeme is hoping to do so soon. "I took it for a small drive, but we just haven't had time for me to take it for a good drive. I reckon it's going to be awesome, though!"







# ***MOVING VIOLATION***

**STICKING AN LS MOTOR IN  
A CLASSIC XW FAIRMONT  
IS TANTAMOUNT TO HERESY  
FOR SOME, BUT JON FRENI  
DID IT ANYWAY, LEAVING THE  
NAYSAYERS IN HIS DUST**



**STORY DAVE CAREY   PHOTOS CHRIS THOROGOOD**





**A**LTHOUGH motivating a Ford with anything other than Dearborn power might sound blasphemous to the Blue Oval brethren, it's no secret that GM's LS donks have a lot to offer; they're cheap, plentiful and produce bulk power. Melbourne's Jon Freni clearly had few qualms fitting one to his XW Fairmont. "I'm the guy that goes to a hot rod show and rolls his eyes at every '32 Ford with a 350 in it," he laughs. "I can thank my brother Dave for helping me think outside the box; his XP runs an RB25/30 and a dirty big turbo."

Jon has always loved Fords, and in 2006 decided that his next one had to be, quite specifically, a factory Lime Frost XW Fairmont GS V8. "It took 11 months before we found one that ticked all the boxes, except it had been painted blue," he says. "I didn't care if it was hot pink with Barbie airbrushed up the side – the codes were right, so it was coming home!"

Jon was familiar with the work of Lou Zaffiro of Accident Repair Centre McKinnon, and knew he was the man to help get the XW up to snuff. It was on Lou's insistence that they sandblast the body. "It was a fairly tidy car, but when it came back from the blasters, it looked like a pasta strainer," Jon says.

Even though it was more colander than car, Jon decided to blow the budget, pulling the car down and handing it over to Lou and Basil at Accident Repair Centre. The boys even unpicked the rear quarters, and spent 18 months metal-finishing, lead-wiping and filing before even starting on the high fill.

Two full years later, Jon had the fresh shell back home, ready for reassembly. "There were bits sprawled across the kitchen, lounge room and bedrooms," he says. The partsocalypse included a fresh 408 Clevo by Dandy Engines and a stout C10 by Al's Race Glides.

Jon then applied extra pressure to the project; he decided to have the Fairmont ready for his 2009 wedding day. A month out from the ceremony everything seemed under control; the Fairmont was running and ready for rego. But things went awry.



**INTERIOR:** Up front, Jon and Travis Maddicks have modified the dash to accept some Auto Meter gauges and an XY cluster, which includes a central high-beam light that's been repurposed as a shift light. Jon wasn't keen on the XW's black carpet and decided to change it to buckskin; the catch was his wedding was only two days away. "I threw the seats back in

[unbolted] to take it around the block, mashed the go pedal and my mate Joe ended up flat on his back with his legs in the air!" The rest of the cabin has been retrimmed in the original style. "I put cup-holders in the rear armrest though," Jon says. "I don't want the boys making a mess." When asked if he means his kids or his mates, he responds: "Both!"

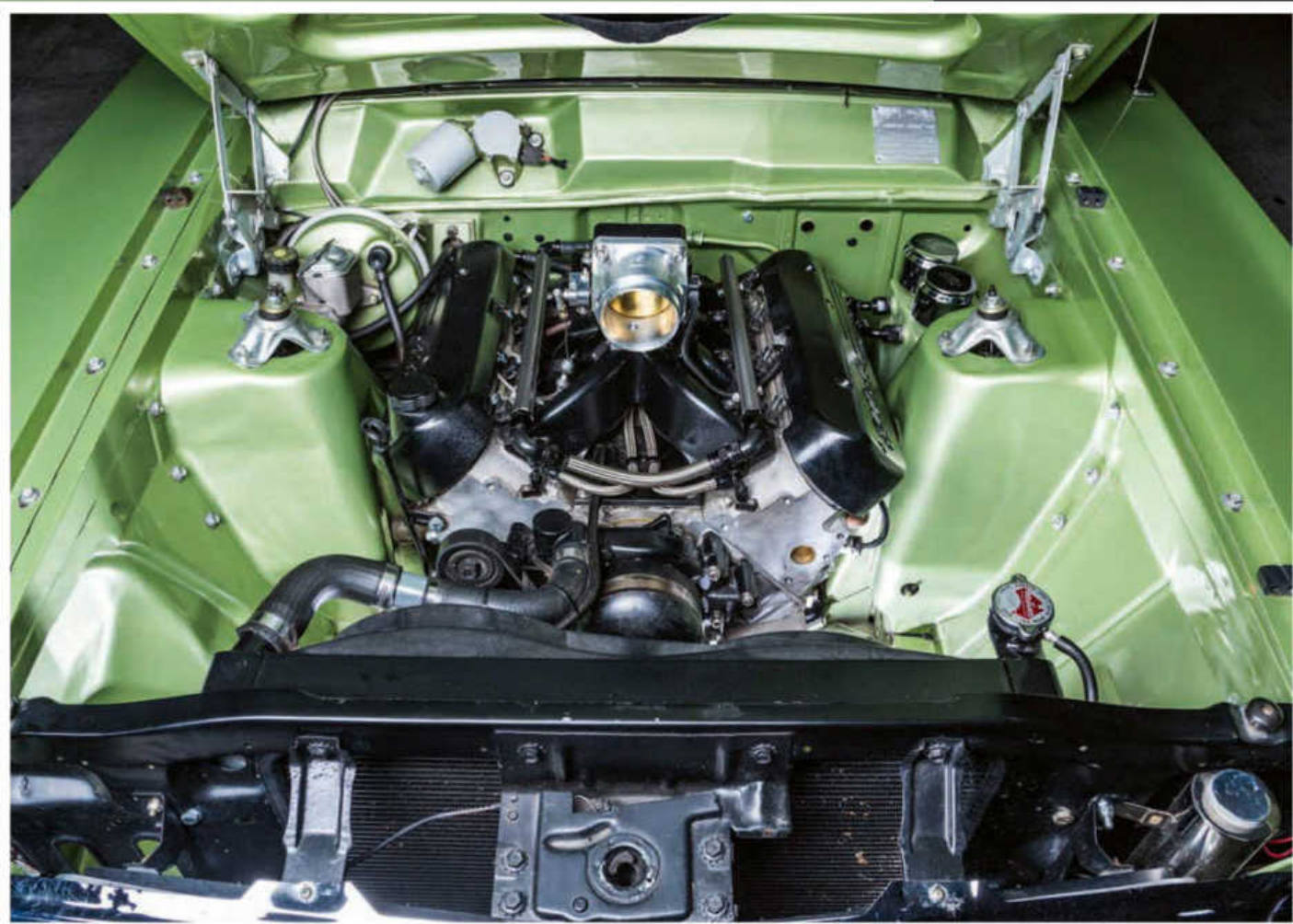
**I DIDN'T CARE IF IT WAS HOT PINK WITH BARBIE AIRBRUSHED UP THE SIDE – THE CODES WERE RIGHT, SO IT WAS COMING HOME**















**ENGINE BAY:** The LS1's alternator has been relocated to the driver's side, so there's plenty of room to add a turbo down the track. The donk sits on custom-milled mounts that place it as far back as possible to allow for the inevitable intercooler and associated piping. The shifter pokes through the factory hole and, thanks to a custom gearbox mount that picks up the original mount points, there's not one extra hole in this car that Ford didn't include as standard

**WHEELS:** In a former guise, Jon's XW Fairmont ran huge Simmons alloys to cover equally huge Hoppers Stoppers brakes, but they were binned after the cops fitted a canary to his windscreen. Later Jon ran Fairmont GS caps, but decided they'd become just too common. Scouring eBay, he found some cool Cortina caps, but didn't realise they were 13in until they landed. "We tacked them to a set of 14in chrome trims – problem solved"

"Because of the fresh engine, a departmental pen-pusher decided it was a suspected stolen vehicle," Jon explains. "It was going to be six weeks before the cops could straighten it out." Ragged, desperate and all out of prayers, Jon returned with a secret weapon to sort things out. "I'm all tattooed-up, so I brought my mum with me; mums can fix anything." And she did!

Rego problems solved, Jon enjoyed a summer of serious cruising with the 408, then sent it to Casey Auto for a service. It was ready on April 1st – yep, April Fool's Day – so he asked his brother Dave to pick it up, a decision that almost binned the Fairmont for good. "I warned him to take it easy; it had front-runners and they make for the shittiest steering," Jon remembers. "When Dave rang and started with, 'Don't get angry,' I recalled the date and laughed at his little joke." But Dave didn't laugh back. Sure enough, when Jon got to the scene, "the Fairmont was off the road, deep in the trees".

Fortunately the damage looked worse than it actually was. Jon shipped the XW back to Lou, who repaired it, painted the whole car again and changed the GS stripes from orange to white. "We laugh about it now; Dave tells people he's the reason the thing looks so good!"

The XW ran the same combo for three years, until Jon was pulled over on a routine stop. "I had the wife and kids [*with me*] and I wasn't being a dickhead until I opened my mouth." Faced with a defect for his bonnet gauges, Jon quoted the appropriate by-laws stating they were legal. "Well, because I decided to be a professor about it, I ended up over a barrel."

Much discussion and a yellow canary later, Jon took the Fairmont off the road for another 12 months. "I rebuilt everything to meet every standard possible, got it passed, then parked it in the shed again."

With two kids bouncing around and a third one brewing, Jon let the XW gather dust, until a mate offered decent money for the 408/C10 combo. With that, the Fairmont was officially retired. But not for long.

"A few months later, I was having a few drinks with some mates and we brainstormed how to get an economical, family-friendly, freeway-munching cruise machine without sacrificing power." An LS donk was the obvious answer – a somewhat painful epiphany for a Ford fanatic like Jon, but it was the only option that fulfilled every requirement.

**I GET LOTS OF COMMENTS ON HOW I'VE WRECKED AN AUSSIE ICON, BUT ALL THE HOLDEN BOYS SAY I'VE FINALLY MADE A FORD WORTH DRIVING**








"The next thing I know, there's a written-off Clubby in my shed and I'm holding a sabre saw," he remembers. "We kept cutting until the engine basically fell out, then started making shit to fit the XW."

With a little help from mates Vince Raffa and Steve Shorey, Jon had the LS sitting snug in the Fairmont's engine bay in a single evening. "The standard sump cleared the original steering and crossmember like it was made for it," he marvels. "We got some custom mounts milled up, so the shifter pokes right through the factory hole."

In fact, Jon didn't cut one extra hole to make it fit: "You could put a Cleveland back in it over a weekend if you wanted to."

And the response? "I get lots of comments on how I've wrecked an Aussie icon," Jon admits, "but all the Holden boys say how I've seen the light and finally made a Ford worth driving!"

Jon has been loving the effortless power of the LS1, but knows it's only a matter of time before he fits a turbo. There are other projects on his mind, too: "I've got a '42 Chev truck I want to build." And motivation? "Gotta even out the Ford/Holden ratio; I reckon I'll fit a Barra XR6 Turbo engine."

Heretic! 

#### THANKS

The boys at Casey Automotive; Lou, Basil and Robby at Accident Repair Centre McKinnon; Ted at FastFit Cranbourne; Benny at Bare Bones; Dave at Cranbourne Auto Upholstery; Travis for the dash work; Age and Frank at Dandy Engines; all my mates that helped, especially Vince Raffa and Steve Shorey; and most of all, Dani and my three kids for their support and patience

**JON FRENI**  
**1970 FORD FAIRMONT GS**  
**Colour:** Lime Frost Metallic

#### GRUNT

**Engine:** LS1  
**Block:** Standard  
**Intake:** Edelbrock Victor Jr EFI  
**Induction:** Wilson 105mm throttlebody  
**Heads:** Cathedral-port heads by Hoppers  
**Pistons:** Standard  
**Crank:** Standard  
**Rods:** Lunati  
**Cam:** Comp Cams Mutha Thumpr  
**Ignition:** Standard LS coil packs with MSD leads  
**Fuel pump:** Twin Bosch 044s  
**Sump:** Modified standard  
**Exhaust:** Chevy Nova-spec LS-conversion extractors with FastFit-built 2.5in mandrel-bent exhaust and twin Flowmasters

#### SHIFT

**Transmission:** Tremec T56  
**Clutch:** NPC Performance  
**Diff:** 9in Detroit Locker with Strange 4.11s and 35-spline Altra 9 axles

#### BENEATH

**Brakes:** Cross-drilled discs with XE Falcon calipers (f), standard drums (r)  
**Springs & shocks:** 2in lowered King Springs with Pedders 90/10 drag racing shocks (f), re-set leaf springs with Pedders gas SportsRyders (r)  
**Rear end:** Standard with Competition Engineering Slide-A-Link traction bars  
**Steering:** XY Falcon column with 16:1 steering box

#### ROLLING

**Rims:** 14in steelies with modified Cortina hubcaps (f & r)  
**Rubber:** BF Goodrich genuine whitewalls, 215/60R14 (f & r)

#### INTERIOR

**Steering wheel:** Factory Falcon GS  
**Seats:** Standard XW Falcon GS (f), modified standard bench (r)  
**Gauges:** Auto Meter Sport-Comp  
**Shifter:** Hurst Billet Plus Sport  
**Stereo:** Hidden Sony head unit, Clarion speakers

**JON HAS BEEN LOVING THE EFFORTLESS POWER OF THE LS1, BUT KNOWS IT'S ONLY A MATTER OF TIME BEFORE HE FITS A TURBO**





# Castlemaine **ROD SHOP**

## IFS FRONT ENDS

Available to suit

- FX FJ FE FC FB EK EJ EH HD HR HK HT HG HOLDENS (BOLT IN NO CUTTING REQUIRED)
- LC LJ LH LX UC TORANA (BOLT IN NO CUTTING REQUIRED).
- XK XL XM XP XR XT XW XY XA XB XA FORDS
- 64-67 MUSTANG (WELD IN)

Two-Inch Drop Spindle, Zero Bump Steer, Superior Cast/Camber Characteristics. Fully engineered.



**POWER  
STEERING  
NOW  
AVAILABLE!**

## LS CONVERSION KITS

Kits Available for:

- VB-VS COMMODORE
- HQ-WB HOLDEN
- TORANA
- EARLY HOLDEN'S
- HOLDEN RODEO
- NISSAN PATROL



## VT-VZ COMMODORE HUB ADAPTORS



AUSTRALIAN MADE.  
Can be adapted to  
All Early Holdens,  
Toranas and  
Commodores.

**\$295  
FOR THE PAIR**

## AUSTRALIAN MADE DOOR SKINS



Charger  
2 Door Torana  
4 Door Torana  
HQ Monaro  
HQ Sedan  
HK Monaro  
XP Falcon

## WILWOOD DISC BRAKE KITS

Large range  
available for  
all makes and  
models



## HOLDEN DROP SPINDLES



We currently have drop stub  
axles to suit Holden models  
HD-HR-HK-HT-HG-HQ-HJ-  
HX & WB. Torana LC-LJ-  
LH-LX & UC, various brake  
options are available with  
our Holden range



## FULLY ENGINEERED NEW HQ, HJ, HX, HZ & WB FRONT SUSPENSION CLIP! COMPLETE BOLT IN UNIT!

Chromoly Tubular Chassis Power Steering, Drop Stub Axle's,  
Disc Brakes (Two Kits Available), Coil Overs, Tubular control arms.  
**THIS KIT USES ALL BRAND NEW PARTS WITH NOTHING SECOND HAND!**



**\$250**

**WHY PAY  
MORE**



## HP ENGINE MOUNTS

HIGH PERFORMANCE  
ENGINE MOUNTS TO SUIT  
A WIDE RANGE OF ENGINE  
CONVERSIONS  
LIFE-TIME WARRANTY

**rodshop.com.au**

t: 03 5472 2853 e: sales@rodshop.com.au





# ADULT ENTERTAINMENT

STORY ALASTAIR DAVENPORT PHOTOS SIMON DAVIDSON





***STREET MACHINE* SUPERNATS TURNED 21 THIS YEAR,  
BUT COMING OF AGE CLEARLY DIDN'T MEAN IT WAS TIME  
TO PUT THE TOYS AWAY**





**A**S FAR as 21st birthday celebrations go, the 2015 *Street Machine* Supernats was really one for the books. On the surface Supernats might seem pretty similar to a lot of other events, but there's something unique about it that has kept people coming back each year for over two decades. Sure, there are burnouts – lots of burnouts – but it's not just another skid comp. There's drag racing for the huge variety of cars and trucks that enter, too, but it's not a street meet, and there's a show 'n' shine, go-to-whoa and even a Grand Champion award, but it's not Summernats.

Whatever's in the Supernats secret recipe – first cooked up more than two decades ago by organisers Ahmet and Gil – it's clearly tasty. The event now enjoys huge support from the horsepower faithful, and its new home of Sydney Dragway is the perfect location to bake some tyres, whether going for the big win, or just for the hell of it.

Gary and Jake Myers weren't just out for a casual weekend skid though; their eyes were on the single golden ticket into the Burnout Masters competition at Summernats 29. But there were plenty of others just as keen to grab that prize, so the father-and-son duo would have to be on top of their game piloting the iconic S1CKO Mustang to succeed.

In the end the judges decreed it was Jake who put on the best show, scoring him that coveted Burnout Masters spot and \$5000 prize money. "It was my first event win," an elated Jake said. "I'd been trying for the past few years. Last year we had a fuel leak that sparked a fire and put us out of the finals. This time around the plan was to save the old girl for the burnouts; that's what we were there for, the golden ticket into the Burnout Masters.

"We had changed a few things on the car so it was a bit of a test-and-tune on the Saturday qualifying. Dad went out first and then we changed tyres and I headed right back out. I top-qualified on the Saturday night, and it wasn't a big field in the finals on Sunday so I just went out and gave it my all and it paid off."

Drag racing fans were given a real treat at Supernats 21: a winner-takes-all Turbo vs Blown Outlaw Shootout, with a huge \$10,000 first-prize purse. Anything with doors that ran quicker than 6.50sec was eligible to have a crack at the massive novelty cheque, and the entry list featured such heavy-hitters as Paul Mouhayet in his turbocharged Moits Mustang, Frank Mamone's supercharged Plymouth 'Cuda Doorslammer, and Custom Bodyworks main man Danny Makedessi in his stunning blown Valiant.

1) Jason Mansweto had just put a 200-shot of gas into Dave Rogers's 565ci street-tyre HK Monaro when we spotted him waiting his turn in the staging lanes. Dave told us it was the first time they'd raced with the nitrous and he hoped it would run mid-eights. He was rewarded with several 8.6sec passes

2) A bended-knee proposal sure made Supernats 21 a memorable event for this couple!

3) Mental Datto utes were rampant at Supernats. This one belongs to Adam Ursino and runs an 8/71-blown LS2 on methanol, with a Big & Ugly hat and Jerico gearbox

4) Since being unveiled at Summernats 28, Matt Cowan and Mark Siracusa's show-quality ONIT Torana has copped a hiding, including running an on-the-brakes 10.06@118mph at Supernats. This effort, together with results from show judging, earned Matt and Mark gongs for Top Sedan and Runner-Up Show & Go Champion

BELOW: Thomas Baz has swapped the blown motor from his JSTWCH VL Commodore into this insane little ute. Thomas did well enough to score fifth in the burnouts, but walked away with the coveted Best Tip-In award

## **SUPERNATS' NEW HOME OF SYDNEY DRAGWAY IS THE PERFECT LOCATION TO BAKE SOME TYRES, WHETHER GOING FOR THE BIG WIN, OR JUST FOR THE HELL OF IT**







1



3



4





SUPERNATS

## RESULTS

A

### OUTLAW SHOOTOUT

THE Moits Mustang of Paul Mouhayet bagged the \$10K first prize in the much-heralded blower vs turbo face-off.

B

### SHOW & GO CHAMPION

PHIL Kerjean had a killer weekend, finally bagging the Show & Go Champion award after coming very close in past years. As well as scoring wins in the Superskids and Top Graphics/Paint, he spent more time thrashing the tyres than just about any other car there.

C

### TOP WHEELSTAND

CHRIS Stevermuer really went for it in the wheelstand competition, sitting his orange Torry on the back bumper and dropping every jaw in the place.

D

### SHOW & SHINE CHAMPION

BOB Gallo's Supremacy XC Falcon – his take on Adam LeBrese's SMOTY winner – took out the Show & Shine Champion gong, as well trophies for just about everything else on offer.

E

### BURNOUT CHAMPION

GARY and Jake Myers tag-teamed in the S1CKO Mustang all weekend, with Jake piloting the car to a win in the burnouts and a place in the Summernats 29 Burnout Masters.















5) Frank Mamone ran a bunch of mid-to-high six-second passes in his new Plymouth 'Cuda Doorslammer

6) Paint guru Danny Makdessi was also running sixes in his show-quality VC Valiant (SM, May '12)

7) Matt Lyons from Bargo with his one-tonner and pit crew of Riley, Jesse, Cameron and Jared

8) This skid by Dom Luci in his LS2-powered HZ was good enough for third place outright in the burnouts

9) Craig Whiddett's CUTSIK VK is looking killer in its new HDT Group Three-style warpaint and trim

Danny had been getting to grips with his insane Val since first hitting the track six months ago, and despite being new to drag racing at this level managed a super-respectable 6.70sec pass. "It was only my fifth full pass in the car so I'm pretty happy with it," he said. "The car ran four six-second passes, including one in the heat of the day, and went 219mph as well, which is pretty good for a car that weighs 3160lb. I'm still learning, but I'm pretty confident it'll run a 6.40 fairly easily. The 521ci Brad Anderson Hemi, PSI blower and two-speed Turbo 400 is a pretty good combo. The car is off to Craig Burns at SCF Race Cars; it's starting to flex a bit so it'll get some attention to the sway-bar.

"I like 10.5 because it's fun. Nobody cares what you run as long as you're out there doing it!"

It ended up being a hard-fought turbo-vs-turbo match-up in the final, with Australia's quickest turbo car, the Moits Racing Mustang of Paul Mouhayet, up against the incredible Gas Racing 'Stang driven by Zoran Gajic. Paul prevailed with a mind-bending 5.75@251mph – smashing the record for both speed and elapsed time for a turbo car in Australia. With something like 4000hp on board, it's easy to see why the team was so confident in calling people out to race in the lead-up to the event.

The pits at Supernats are always good fun to stroll around, as you're sure to see something interesting. Some spectators were content taking in the collection of cars, hot rods and custom bikes on display, but for those whose tastes ran more to the industrial side of motoring, there was a collection of highly polished, chromed and decorated trucks standing by, ready to hit the track at a moment's notice.

We're not sure if anyone was ready for what happened when the first two prime movers looped around to the start of the Sydney Dragway quarter-mile, but as the lumbering diesel beasts came to a stop it became immediately clear they were nowhere near the staging

## **DRAG RACING FANS WERE TREATED TO A TURBO VS BLOWN OUTLAW SHOOTOUT, WITH A HUGE \$10,000 FIRST-PRIZE**







beams. Quicker than you could say “there’s no way they’re going to do a burnout”, both trucks’ back four – or was it six? – tyres lit up.

The trucks weren’t exactly quick, at least not until a pair of certified racing specimens rolled up, coughing and burping as they idled roughly in what must count as ‘cammy’ for a nine-litre turbo-diesel. The trucks thundered away down the strip, turbos hissing as the boost came on and smoke churning from their stacks. The timing boards lit up and everyone in the crowd did a double-take – we’d all just witnessed a 13sec quarter-mile pass in a vehicle originally designed to tow 40-foot containers across the country. It didn’t make any sense at all, and we loved it.

The off-track action was plentiful too, with one of the best-quality outdoor shows on the Sydney calendar. Bob Gallo’s ‘Supremacy’ XC Falcon coupe scooped the top gong – the Supernats Show ‘n’

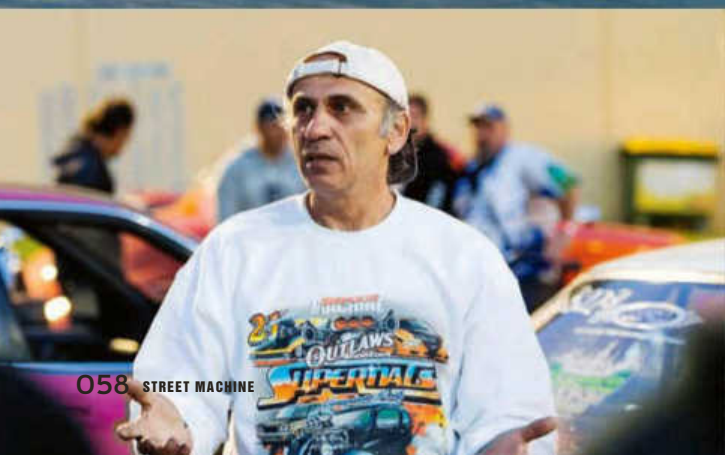
Shine Champion – on the back of awards for Top Custom Paint, Top Bodywork, Top Engine Bay, Top Undercarriage, Top Interior and Top Tudor. It’s highly likely that there now isn’t a show-judged trophy that this hardcore hardtop hasn’t won.

But if you were looking for the biggest success story across all disciplines from this year’s Supernats, it was hard to go past Phil Kerjean. It was clear from just how much driving Phil did in his awesome TUFFST VK wagon that his sights were set on the Show & Go Champion award. In past years he’d come second twice, and third, fourth and fifth once each, but this time he finally tasted victory, thanks to a first place in the Superskids, Top Graphics/Paint and Top Wagon in the show judging, and a fourth place in the burnouts. It may have been Supernats’ 21st, but Phil’s VK really came of age this year too. 🏆

BELOW: Danny Younis gave his blown Chev-powered Capri a hiding in the ‘look ma, no hands’ burnouts, and had a fair stab at some one-handed powerskids too



**THERE ARE BURNOUTS – LOTS OF BURNOUTS – BUT IT’S NOT JUST ANOTHER SKID COMP**







**SPECIALISING IN TURN-KEY MUSCLE CARS AND HOT RODS**



## **AUSTRALIA'S DEDICATED CUSTOM VEHICLE BUILDING SHOP**

If you're looking for quality, look no further. We offer in house vehicle design, project management, Chassis/Suspension Design and fabrication, sheet metal fabrication and tradition metal shaping, body work and paint.

### **TURN KEY ONE OFF BUILDS**

***DOWN TOWN KUSTOMS HAS A STATE OF THE ART FACILITY TO TAKE CARE OF ALL YOUR CUSTOM NEEDS AT THE HIGHEST LEVEL.***

**www.downtownkustoms.com.au > 02 6557 8542 >**





# FAST



You don't get a stance like that from some cut springs and lowering blocks. Thanks to a TCI front end and some fancy tub work, the Compact sits right down over the 19x8 and 20x12 Intro V-Rod rims



# LANE



STORY BORIS VISKOVIC PHOTOS JORDAN LEIST

**WITH 1600HP FROM ITS BLOWN AND INJECTED WINDSOR,  
THIS COMPACT FAIRLANE IS BIG ON ATTITUDE**



## MATT'S '64 COMPACT

**Y**OU'RE probably sick of hearing it, but yes, this is another of those builds that got more than a little out of hand. While Matt James's '64 Compact Fairlane wasn't one of those 'I was just going to give it a little tidy-up' jobs – it was a total heap of junk to start with – it was just meant to be a neat street car built for cruising. Well, that idea went out the window a long time ago.

"My dad had a '63 Compact Fairlane for his first car and always wanted a '64 but could never afford one," Matt says. "I was right into dirt bikes up until I was 21, and got out of that and started tinkering around with a few old Commodores. [What became] my '64 had actually been in my brother's shed since 1995, as a parts car for his '64 Fairlane. I started mucking around with it and my dad thought I was crazy, but it kind of got him back into it."

Matt worked on his Compact for about a year, but when the scale of the build started to ramp up, he realised it was going to take a few more years to finish off. He didn't want to wait that long, so he got hold of a pretty nice Fairlane sports coupe instead, building it up with his dad over a year or so into a mild but still very tidy cruiser.

With that car under his belt, it was back to the Compact. While the sports coupe build had begun with a complete car, the Compact you see on these pages was the opposite: "The roof had collapsed and it was really just a shell; it wasn't in very good shape at all," Matt says. "When I show people pictures of what it is and what it was, they don't believe me!" The build started with Matt and a few of his mates tackling some of the bodywork themselves, but it wasn't too long before it ended up in the capable hands of Adam Spiteri and the team at Cronic Customs.

"It was supposed to be a car for the road, but then I started talking to Adam about it," Matt says. "I was looking at 351 crate motors; then we started thinking about a supercharger and carbies, then an injector hat – that's where it got out of control and that's where we landed now."



**THE ROOF HAD COLLAPSED AND IT WAS REALLY JUST A SHELL; IT WASN'T IN VERY GOOD SHAPE AT ALL**







ABOVE: The build plan was always to have a black or very dark car with just the polished wheels and engine for contrast, hence the blacked-out bumpers and grille

TOP LEFT: Measuring up at 447 cubes and topped with a 10/71 TBS blower, this TRE Windsor donk ain't mucking around. There's still plenty

of attention to detail though, with symmetrical tanks and plenty of polished alloy

BOTTOM LEFT: The boot isn't much good for picnics, but it does hold 140 litres of methanol, the airbag tank and a couple of batteries. A lot of the workings have been left exposed but detailed for a neat and functional look







***I WAS LOOKING AT 351  
CRATE MOTORS, THEN  
STARTED THINKING ABOUT  
A SUPERCHARGER AND  
CARBIES, THEN AN INJECTOR  
HAT – THAT'S WHERE IT GOT  
OUT OF CONTROL***

INTERIOR: While Matt only needs the Racepak to tell him all he needs to know, the analogue gauges in the centre of the dash allow him to check the vitals at a glance. The painted trans tunnel is insulated on the underside to keep the heat at bay





## MATT'S '64 COMPACT

The turning point for the build was when Matt decided the car needed a pair of 20x12 rear wheels. "We measured it up for the wheels, but we knew it was going to be a bit of a gamble and they didn't fit. But that's why it ended up getting chopped up, which was the best thing that ever happened, I reckon.

"From there it was the TCI front end, then the rollcage and it went from there. I think the car spent four or five days at my house in three years; it lived at Cronic Customs and it was weird going there afterwards and not seeing it there."

Apart from paint and trim, the entire build – including project management – was handled by Cronic Customs. In the finished product it's tough to see the amount of fabrication that goes into a car like this, but you can check out a heap of build photos on their website: <http://croniccustoms.com>.

There's a lot more going on with this car than simply stuffing a big motor in and chucking on some airbags. The only parts of the original floor that remain are the pieces between the rocker panels and chassis rails. The entire back section has been replaced with 75x50mm mandrel-bent tube, which extends into chassis connectors of the same dimensions to tie the front and rear together.

A Competition Engineering nine-inch housing is the basis of the rear end and it's been stuffed full of bulletproof gear. There's a Strange Pro HD aluminium case, billet pinion support, 35-spline axles, Race Products floaters and a full spool with 3.25 gears. The housing was then braced and set up for the four-link and track locator, all of which was fabricated in-house at Cronic Customs.

To get that killer stance and fit the 19x8in rims on the front, a TCI double A-arm front end was installed and modified with a removable crossmember so that the sump can be dropped without having to remove the engine. Ridetech ShockWave airbags combined with an AccuAir valve block and Dakota Digital controls round out the suspension package.

There's plenty going on in the engine bay too, with a 447ci Windsor from Texas Race Engines (TRE). One of these engines on atmospheric pressure makes 1000hp, so chuck a 10/71 and a Big & Ugly hat on there and give it a diet of methanol and you're looking at somewhere around 1600hp at the flywheel.

Having James Rowland – ace drag race tuner – as your cousin comes in pretty handy when it's time to do some fine-tuning, and the fact the car is set up with full datalogging and a Racepak dash ensures there's no guesswork when deciding which way to go with the tune-up. Ford lovers look away now: The gearbox is a Reid-cased Powerglide with a 4500 stall,

ABOVE: Because Matt plans to take all his friends for a ride, the car has been set up with harnesses in the rear too. It might not be that comfortable, as those huge tubs aren't far away, but it sure would be fun!

The classy interior was crafted by Trimcare, and features cut-down XR6 buckets in the front. A neat touch is the loops on the top of the seats to stop the harnesses from slipping down





## MATT'S '64 COMPACT

sending the ample power down to the aforementioned nine-inch via a four-inch moly driveshaft from Final Drive Solutions.

When it came to deciding on a paint colour, the decision was left to the very end. Matt had always planned on either black or a gun-metal grey, but after some discussions with Owen Webb at HOK, the decision was made to go with Black Gold. As you can see from the photos, when the light hits the paint the gold really pops, but get it in a dark alley and it's a sinister straight black. Kustom Panel & Paint was responsible for getting that dodgy old body up to scratch and laying on the colour. It wasn't easy, and they did a killer job getting it to this level.

The final piece of the puzzle was the trim, and while the trend has been to go with lighter contrasting colours lately, Matt opted for a darker hue. It's not a straight black and it's not charcoal – it's sort of in between. The stitching has been done in red to add a bit of detail, with the sheet-metal trans tunnel painted body colour to provide some contrast. The seats are modified XR8 Falcon front and rear, and Matt even went to the trouble of fitting Simpson race harnesses in all four seating positions.

"The biggest thing with the whole build is that I couldn't have done it without the people that helped me," Matt says. "A car is only as good as the people that work on it. I'm busy and I don't have time to do it myself, and even if I do have time, I'm no good. I can change wheels and leave the other stuff to the people that know what they're doing. I drive it – I've got the good job!" 🏁

## THE ONLY PARTS OF THE ORIGINAL FLOOR THAT REMAIN ARE THE PIECES BETWEEN THE ROCKER PANELS AND CHASSIS RAILS

TOP RIGHT: It's not a full-house show car underneath, but everything is neat and tidy. Cronic Customs braced the Competition Engineering housing and also fabricated the four-link and track locator



**MATT JAMES**  
**1964 FORD FAIRLANE**  
Colour: HOK Black Gold

### DONK

Type: TRE 447ci Windsor  
Inlet: TRE sheet-metal  
Injector: Big & Ugly  
Blower: TBS billet 10/71  
Heads: D3 Pro Heads, CNC-ported  
Valves: Victory titanium  
Cam: Comp Cams  
Pistons: JE  
Crank: Callies 4340  
Conrods: Oliver billet steel  
Radiator: PWR  
Exhaust: Stainless twin 4in  
Ignition: MSD Grid

### SHIFT

Box: Reid-cased Powerglide  
Converter: 4500 stall

Diff: Competition Engineering 9in

### BENEATH

Front end: TCI tubular A-arm  
Shocks: Ridetech ShockWave (f & r)  
Steering: Power rack-and-pinion  
Brakes: Wilwood 13in six-spot (f),  
Wilwood 12in four-spot (r)

### ROLLING STOCK

Rims: Intro V-Rod; 19x8 (f),  
20x12 (r)  
Rubber: 245/35R19 (f),  
345/25R20 (r)

### THANKS

Adam and Cara at Cronic Customs; Joe and Emily at Kustom Panel & Paint; Trimcare; Mick's Machining; Class A Electrical; Performance Carb Tuning; James Rowland; Owen Webb at House Of Kolor; Mann Automotive Detailing



### RESPECT FOR ALL

MATT isn't fussy when it comes to car brands; he's got respect for all of them, both early and late-model stuff. As well as this killer machine, he's got another '64 Fairlane sports coupe that he built with his dad; there's a killer HT Monaro with a blown 434 small-block combo that he regularly skids; and he's just finished a VP Commodore with a tunnel-rammed LS. He likes his Mopars too, so he must be okay!



# COMPETITION *Engines*.com.au

VISIT OUR **ONLINE**  
**SUPER STORE**  
FOR GREAT DEALS

**SPEED  
SHOP!**

**NEW STOCK  
JUST LANDED  
WILL NOT BE  
BEATEN  
ON PRICE!!**

[www.competitionengines.com.au](http://www.competitionengines.com.au)



**Calvert racing - the industry leaders in leaf spring innovation.**

Specializing in leaf spring traction enhancement systems for over 15 years, the Calvert Racing Team knows what it takes to get your car hooking harder than ever!



## SPLIT MONO LEAF SPRINGS

- 9 Way Adjustable Rear Shocks
- Suit Ford GM Chrysler
- 90-10 Front Shocks



## CALTRACS TO SUIT

- Aussie Falcon XR-XD
- HK HG HT Holden
- Chrysler A&B Body
- HQ-WB Holden
- XH-99 Falcon Ute
- 57 Chev & Nova
- FG Falcon
- Camaro
- Capri
- Mustang



AUSTRALIAN DEALER



Check out our  
website for over

**40 ENGINE  
PACKAGES**

Ford • Holden • Chev

All built in-house!

**WE WILL MEET OR BEAT ANY ADVERTISED PRICE!**

3/22 Yiannis Court Springvale Vic 3171

W: [WWW.COMPETITIONENGINES.COM.AU](http://WWW.COMPETITIONENGINES.COM.AU) T: (03) 9548 5116 F: (03) 9548 3315



# THIS MEANS WAR!

STORY AIDEN TAYLOR



PHOTOS CHRIS THOROGOOD



HAVING TRAGICALLY LOST HIS FIRST GEMINI SHOW CAR  
JUST BEFORE ITS SUMMERNATS DEBUT, JAY BLOSS  
RETURNS WITH THE BIGGER, BADDER GEMWAR





MAIN: Most of the body mods are in the front half of the car. The floor has been raised, a massive trans tunnel was inserted and part of the front bumper has been cut out, all to fit that mammoth engine. In the rear a pair of tubs help give this Gemini a mean stance. The rear bumper was also reinforced to help minimise damage when the tyres pop during smoke shows



JAY Bloss has a rough history with Holden Geminis. Around 10 years ago he and wife Carlie built a TF Gemini show car that was scheduled to debut at Summernats 19. The bright pink baby was finished three weeks early and featured a crazy flame interior and a Toyota turbo four-pot under the bonnet. But it wasn't meant to be.

On the way to Summernats, just three weeks after the car was finished, it came off its trailer and was damaged so badly it was unsalvageable, good only for the scrap-metal yard.

Jay always said he'd get another Gemini one day, but a fling with fast street cars, not to mention a fairly nuts nitrous-injected, Clevo-powered Sigma burnout beast, meant it would be almost a decade before another Gem wound up in the driveway.

"I've been into burnouts for around 10 years now and really only competed in small cars," Jay says. "It's the whole big engine in a little car philosophy. They're a lot more aggressive to drive too, and provide more of a thrill and a challenge, I reckon. You're always fighting to keep control of the car."

It was the burnout scene that eventually led Jay to finding the Gemini he has now, though it wasn't yet the GEMWAR beast you see here. "We were up at the Ultimate Burnout

Challenge when my wife Carlie came and told me she'd just bought me another Gemini," Jay recalls. "It ended up being Phil Youlten's old yellow burnout car that did pretty well back in the early 2000s.


"I did a few burnout comps with the car, even though it was a bit ratty, then eventually decided to pull it all apart and do a full build on it. Originally it was going to be a drag car, but at the time Calder was shut and drag racing in Victoria was looking pretty average, so I decided to build another burnout car."

The body was stripped bare and then completely worked over by Jake Dougherty. In addition to a lot of panel smoothing, Jake added a set of tubs in the rear – which meant ditching the back seats – and a full six-point rollcage.

The car was then painted in a custom-blend PPG Morpheus Purple by Leigh Black at L&C Kustoms in Hoppers Crossing. The thing looks great out in the sun, where you can really see the subtle sparkles in the finish. Jay has already taken the car to a couple of show 'n' shine events, where it has picked up quite a bit of silverware.

Then there was the task of fitting the engine. GEMWAR takes the big engine/ small car philosophy to a whole new level. It's an LS1 block fitted with a massive BDS 6/71 supercharger that makes so much boost, it needs a giant

## MY WIFE CARLIE TOLD ME SHE'D JUST BOUGHT ME ANOTHER GEMINI. IT ENDED UP BEING PHIL YOULTEN'S OLD YELLOW BURNOUT CAR THAT DID PRETTY WELL BACK IN THE EARLY 2000s



Jay didn't want anything too crazy when it came to the colour, but it had to look special – the sparkly PPG Morpheus Purple fills that brief perfectly





**ENGINE BAY:** Jay's LS1 donk is crowned by a monster BDS blower with a huge 63-tooth pulley on the front to keep the boost low and power at a manageable 750hp. It all barely fits into the baby Gemini shell – the front bar and even the slats in the grille have been cut to fit the radiator in

**LEFT:** Yep, that's the steering gear running millimetres from the driver's-side exhaust system. It's a snug fit, but hasn't had any impact on the car's performance







**INTERIOR:** There's no frills in here: A B&M Pro Magnum shifts gears, while Auto Meter gauges display all the info Jay needs while he's burning through tyres. The rear pews have been replaced by a set of tubs, while the fuel lines run through the car rather than underneath. It's safer this way, as they can't be hit by debris when Jay's smoking up the rear rubber





63-tooth pulley on the front to calm things down. "It still makes plenty of power, around 750hp, but I wanted to keep it driveable with lower boost," Jay says.

The engine itself drinks straight methanol via a modified Enderle Bird Catcher hat that's been set up for EFI. There's eight factory 28lb LS1 injectors hidden in the hat and another eight 1000cc units down in the manifold, all run by a factory LS1 PCM tuned by Mark and the team at Sass Automotive in Hoppers Crossing. They also built the donk, upgrading the 5.7-litre with a Callies crank and conrods and SRP pistons. A custom-grind camshaft lifts PAC Racing valves in ported 241 heads. At its current boost level the engine isn't too stressed, but the boys are already talking about a 402ci LQ9 combo that should see over 1000hp.

"It all only just fitted; we had to push the engine right back in the bay to fit the supercharger pulley and the radiator," Jay says. "It still sits outside the shell and the front bar has been cut out, but it still looks like a Gemini.

"We raised the floor, put a big tunnel in the car and pushed the front brakes and steering two inches further apart to give us more clearance in the engine bay. It wouldn't have fit otherwise!" He's not kidding – you

couldn't fit much more than a bee's dick between the driver's-side exhaust and the steering gear.

The motor is hooked up to a two-speed 'Glide running into a nine-inch diff. The rear suspension has been upgraded with QA1 springs and shocks and a ladder bar for extra stiffness. The front brakes were also brought up to VT Commodore spec, and she rides on fat Intro Vista rims with a clean and mean stance – no slammed-to-the-floor business here.

The interior matches that subtly aggressive exterior, with a pair of JAZ racing seats with four-point harnesses wrapped in black leather. That sparkly purple paint scheme is carried through to the dashboard, 'cage, doors and transmission tunnel, and really pops next to the black trim. A cool Auto Technica wheel, B&M Pro Magnum shifter and a bunch of Auto Meter dash gauges round out the utilitarian cockpit.

The car is still pretty new to the burnout scene, debuting at the Ultimate Burnout Challenge Avalon, before heading north to Sydney for Brashernats earlier this year. The Gem's short wheelbase helped the car pull off some pretty spectacular loops and Jay had a blast revving up the crowd.

## THE ENGINE ONLY JUST FITTED; WE HAD TO PUSH IT RIGHT BACK IN THE BAY TO FIT THE SUPERCHARGER PULLEY AND THE RADIATOR

Jay didn't want anything too crazy when it came to the colour, but it had to look special – the sparkly '70s Pantheon Purple fills that brief perfectly





# THE GEMINI MAKES A FUN AND CHALLENGING BURNOUT BEAST. IT'S VERY AGGRESSIVE ON TIP-IN AND TURNS AROUND REALLY EASILY


GEM  WAR

"The crowd is a big motivator when you're doing burnouts, especially at events like Brashernats where there's a strong turnout," he enthuses. "When the crowd is really into it and everyone's cheering you on, you end up doing stuff that you wouldn't normally do and pushing the boundaries even further."

"The Gemini makes a fun and challenging burnout beast. Because of the short wheelbase it's tricky to keep in a straight line, but it's very aggressive on tip-in and turns around really easily."

"The thing I like most about burnouts though is the camaraderie. Everyone helps each other out, it's just a great bunch of people and it's like we're a big family."

Now that GEMWAR is running and ripping skids with the best of them, Jay wants to pay back his wife Carlie with a street car of her own.

"The next project is a '65 Mustang streeter for the wife – she got me the Gem and put up with all the late nights working on the car, and now I'm living the dream thanks to her!" 



**JAY BLOSS**  
**1975 HOLDEN GEMINI**  
**Paint:** Morpheus Purple

**DONK**  
**Type:** GM LS1 346ci  
**Inlet:** Custom by Phat Droppers  
**Injection:** Enderle Bird Catcher, modified for EFI  
**Blower:** BDS 6/71  
**Heads:** 241 ported

**Valves:** PAC Racing  
**Cam:** Custom grind  
**Pistons:** SRP  
**Crank:** Callies  
**Conrods:** Callies  
**Pushrods:** Crane  
**Radiator:** Aussie Desert Cooler, Davies Craig fan  
**Exhaust:** Custom headers  
**Ignition:** Electronic  
**Fuel pump:** Pro Tuner 750  
**Fuel:** Methanol

**SHIFT**  
**Box:** Two-speed Powerglide  
**Converter:** KEAS  
**Diff:** Nine-inch

**BENEATH**  
**Front end:** Standard  
**Rear end:** Ladder bar, QA1 springs and shocks  
**Front brakes:** VT Commodore

**ROLLING STOCK**  
**Rims:** Intro Vista 5; 18x8 (f), 18x12 (r)  
**Rubber:** 185/45/18 (f); 315/45/18 (r)

**THANKS**  
Mark at Sass Automotive; Paul at KEAS Transmission Components; Leigh at L&C Kustoms, Allan at Blitz Exhausts; Damien at Phat

Droppers; Jamie for the electrics; George and the boys at Petrogas; Jakey Boy for the panel work; Peter Grmusa; Trent Brooks; Damo Roberts; Mad Sam; Mesto for the yard; and above all else, my wife Carlie and girls Amber, Taylah, Shelby and Lexi for letting me live the dream and putting up with all the late nights



# Edelbrock

## CYLINDER HEADS

As Cast & E-CNC versions available



SBC, LS1, LS3, BBC, SBF, 351C,  
SB Chrysler, BB Chrysler,  
Pontiac & Others

### EFI



## MANIFOLDS

Holden  
Chev  
Ford  
Chrysler  
LS1 & LS3  
AND MORE!



FREE Edelbrock Mechanic's  
gloves with an Air Gap  
Manifold Purchase!  
Until 1/1/16



Performer	Idle-5500	RPM Range
Performer RPM	1500-6500	
Performer/RPM Air Gap	1500-6500	
Victor Jr	3500-8000	
Super Victor	4000-8500	

## CARBURETORS PERFORMER

500 cfm  
600 cfm  
750 cfm  
800 cfm



Available in  
Satin, Black &  
Endurashine™  
Finishes

## THUNDER SERIES

*AVS*  
ADJUSTABLE VALVE SECONDARY



500 cfm  
650 cfm  
800 cfm

## WATER PUMPS



Imported & Distributed By

## VALVE COVERS



## AIR CLEANERS



## GASKETS



**APD**  
AUTOMOTIVE PERFORMANCE DISTRIBUTORS  
08 8363 5566 [www.autopd.com.au](http://www.autopd.com.au)



WHETHER DEBUTING A NEW RIDE, ADMIRING  
EVERYONE ELSE'S OR GETTING AMONGST IT IN THE DIRT  
DRAGS, **CHOPPED 2015** WAS A MUST FOR ANYONE INTO  
TRAD-STYLE RODS AND CUSTOMS

STORY SIMON TELFORD PHOTOS CHRIS THOROGOOD

—  —  
I F Y O U  
**BUILD IT**



Probably the toughest car in the dirt  
drags was The Blaster, owned, built  
and operated by Steve Costa





**S**INCE 2008, the Chopped Rod & Custom show in the tiny Victorian goldfields town of Newstead has been promoting chilled-out automotive good times, based around a love of traditional-style rods, customs and bikes. The show adopted its now-signature dirt drags in 2010 and has grown like crazy ever since.

The brainchild of brothers Ryan and Kyle Ford and their mate Paul Williams, Chopped is very much a product of its environment. Historically, the Castlemaine area was one of the early centres of hot rodding in Australia, with Ryan and Kyle's dad one of the key early adopters. But perhaps even more importantly, the fact that the guys have a strong network of family and friends around them has allowed them to turn a casual weekend show at a footy ground into a full-scale festival, attracting 10,000 punters this year.

A couple of things made Chopped instantly different from any other car show in this country, the first being the insistence that the event is for traditionally styled

hot rods, racecars and pre-1963 customs. The idea of running a show for a single make – Mustangs, Holdens, Goggomobils, whatever – is easy to grasp, but the concept of a show based around a particular style of car can be a hard one to get your head around. In essence, the boys wanted to create a fantasy world for a weekend, where billet wheels, EFI and all things high-tech were never invented and where the styling touchpoints for rods, customs and bikes never developed further than the late 1960s. In practice this can be a tricky rule to enforce, but even so, you won't find a bigger gathering of such cars anywhere in the country.

The other big difference from most rod-based shows is that Chopped is as much a music festival as it is a car show. But instead of the rockabilly or rock 'n' roll that you often hear at other events, Chopped offers a broader musical palette, based around a punk attitude, if not always a punk sound – this year's headliner, CW Stoneking, being the perfect case in point.

## CHOPPED HAS GROWN INTO A FULL-SCALE FESTIVAL

### ATTRACTING 10,000 PUNTERS



We featured Joel Archard's '27 coupe back in *Street Machine Hot Rod 14*. Dubbed Death Wish, it cuts a wicked profile with a 6.5-inch chop, four-inch channel and two-inch section to the body. Power is provided by a 289ci Windsor, backed by a C4 and BorgWarner LSD



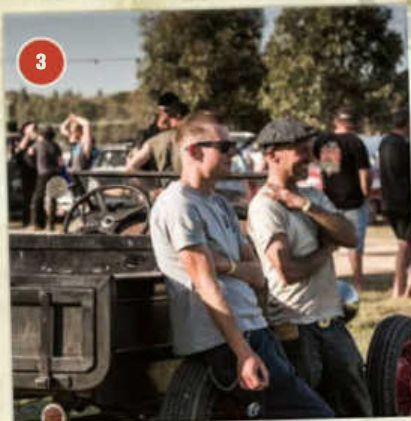
## FOUR-BANGERS

1) This four banger-powered '30 tudor is owned by Christian Eckert of South Oz. Christian bought the car from the US, converted it to right-hand drive and removed as many unnecessary parts as possible! The 'banger runs a Brumfield head, twin 97 carbs on a Thomas inlet and a 505 Mallory dizzy. Running through a Mitchell three-speed all-synchro 'box and with a '49-'51 Ford electric overdrive out back, Christian reports that he can overtake at 110km/h comfortably, with the 'banger turning over at 2500rpm



1

2) Joel Bliss's little '28 roadster hooked up better than some of the V8s on the dirt, and even had a few wins on the short track. He had to rescue a water pump pulley from a rusted Model A sitting in a mate's garden in Glenrowan to keep on the road home to Canberra. The driveline is all original and the body is a mash-up, with a fabbed cowl top, a '28 Dodge tourer tub and an oversized '23 turtle deck



3

3) Joel's mate Ed Radclyffe drove his 'banger-powered roadster pick-up from Canberra and back. "We had a few dramas with the tune, but we fitted some smaller jets and it started to run okay," Ed said. "It was rolling repairs the whole way, but a good trip back on the roads less travelled"

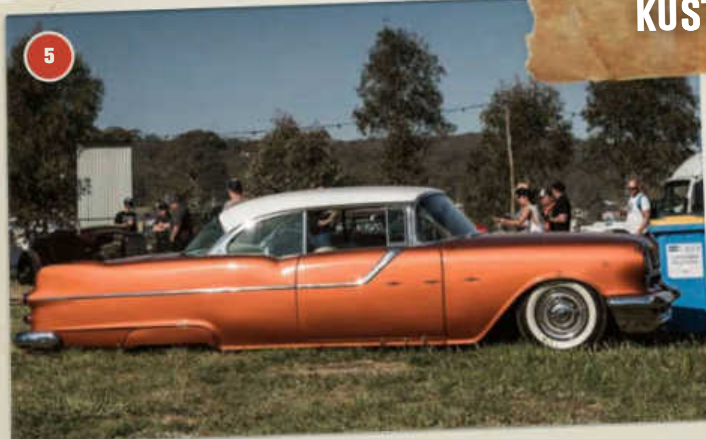


2



4

## KUSTOMS



5



6

4) A particular treat for me was taking a ride in Dynamite Bettie. Originally put together by former SM art dude Povi Pullinen for Chopped 2014, it was sold to Andrew 'Grot' Wallis when Povi made the big move to the US. Grot has fitted a hopped-up four-banger and got it running sweetly. Congrats mate!

5) It is always a treat to see Curtis Grima's '55 Pontiac Star Chief. Paint is House of Kolor Cinnamon Pearl



7

6) Bayden Roberts gave his '57 Chev wagon a tasty taildragger makeover in the six weeks leading up to Chopped, with spats, wide-whites, Fiesta caps and Craig Isbell pinstripes. The driveline is a simple 350/350 deal, with a disc-brake front end

7) A couple of panel-painted beauties: Sean Fitzsimmons's '60 T-bird and Ryan Ford's '63 Galaxie

8) Our good buddy Trev Durston and his mild custom '62 Thunderbird, Starbird. Trev sold the T-bird shortly after Chopped to fund other ventures

9) EH utes popped out of the factory with EJ rear ends, but this one has been built the way they should have been done, using EH wagon rear quarters!



8



9





10



12



13

16





## HOT RODS



10) The Stars & Stripes roadster is a rolling piece of hot rod history, owned, raced and cared for by Smoking Joe Formosa

11) Kyle de Kuijer is another Eldorado with a delicious roadster. His '30 model sits on the car's original frame, stepped four inches in the rear. It is powered by a '38 flathead V8 and a '39 gearbox, with a natty set of Thickstun head covers. All built at home on a budget

12) Adelaide's Ashley Cave went for an East Coast style with his '28, with a full-size windscreen, nerf bars on the back and carefully thought-out fenders. The car is dubbed 'Sputnik' and features signwriting by Raymond P Moondog and pinstriping by Sam Harrison

13) Des Russell's channelled '29 roadster is going to be a beauty. It is a ways from finished, but the Eldorados member thrashed hard to get it up and running for Chopped. Ample power is provided by a gnarly 324 Oldsmobile engine, with a staggered intake and four Stromberg 97s and a set of cool show pipes fabricated by Des

11



14



15



17

14) Yet another Eldorado with a bitching roadster in the build is Ben Mulholland. Based around a Brookville body and an original '32 frame, it is running an early Oldsmobile V8, T5 gearbox and a quickchange rear

15) Tracy and Michael Ahrens's '27 roadster is a thing of beauty, like a Keith Weesner painting brought to life

16) We didn't catch up with the owner of this neat little Model A roadster, but we did leave some drool on it!

17) Ryan Ford's '32 roadster has been running for a while now, but we dug the new lakes-style tonneau cover







18



19



21



20

18) Dave Andresen's Hi Jinx is unspeakably cool, running a 428ci FE big-block, topped by an M/T Power Ram intake and backed by a four-speed Top Loader 'box. Even so, Dave has a revamp planned that is going to blow minds

19) Our number one heroes of the weekend were Gav Edmonds and Natalie Khoury, who drove their blown Hemi-powered '58 Ford Mainline across from Adelaide and then raced the pants off it. Dubbed Krakenstein, the beam front axle went in especially for Chopped, but the car has been built since 2012, when the pair used it for a caravan tour around Victoria and Tasmania

20) The beast is powered by a 354ci Hemi with a blower and single four-barrel carb, backed by a Turbo 400 trans, with a neat Lightning Bolt-style shifter from [www.kilduffmachine.com](http://www.kilduffmachine.com)

21) Gasser godfather Damien Kemp debuted his super-cool '63 1/2 Mercury Marauder fastback at Chopped. It is a rare bird, powered by a 406 FE motor and decked out in period-correct race warpaint

## COMPETITION



22



23



22) Chopped co-owner Ryan Ford got his '32 Ford five-window drag coupe dummied up in time for the event. Upsetting restorers and street rodders by cutting up a real-steel body, Ryan has got the coupe sitting just right, with a blown Hemi, massive engine set-back and a host of cool vintage speed parts

23) We dug Peter MacGregor's Mark III Zephyr speedway car. It is powered by a 156ci six, with Sonic extractors, a cam and some head work. Dragged out of a paddock and bought for a carton of beer, the Zephyr is thought to have been a Ford Australia test vehicle that competed in an Armstrong 500 race at Phillip Island and was later converted to speedway duty by a Ford mechanic



24



25

24) Scott Pigdon's Aussie Viking '66 Volvo 122 runs a Holden six powerplant, with a Volvo TD05 turbo and blow-through carb induction

25) Al Fountain never does things by halves. His Black Death Bourbon Model A roadster is powered by a 493ci Chrysler big-block and topped by the injection system from his monster bellytank



The initial – and ongoing – reaction to Chopped's traditional styling rules was huge amongst aficionados. It filled a gaping void in the car scene and has seen a hard core of dedicated fans driving flathead-powered rods across the country to be there ever since. In fact, this year saw a handful of hardy four-banger fans chugging in from interstate for the show. To those noble souls, we doff our caps.

If you want to attend Chopped, but don't have a traditional-style car or have one that is outside the age range, that isn't a problem – you can bring any car you like into the campground for the weekend, you just won't be able to access the track or show 'n' shine area, which are the centrepieces of the event.

In previous years, the show featured a circle track and a long, two-lane dragstrip, but a number of scary crashes in recent years have seen the boys ditch the speedway and shorten the dragstrip dramatically. This was disappointing for some, but with the likes of Steve Costa's Blaster gasser tearing up the

track, reducing the terminal speeds probably isn't a bad idea. Not that many of the competitors are in any danger of overpowering the track, but for drivers of flatheads, four-bangers, sideplate sixes and other venerable contraptions, Chopped offers a rare place to race one's peers on a (mostly) level playing field.

The car show is the place to debut your recently finished or even not-quite-completed project, with Ryan, Kyle and Paul's Eldorado clubmates excelling themselves with a fine display of trad-style hot rods.

Des Russell's channelled roadster was one of our favourites, with a nasty Olds V8, cool Des-made zoomies, firewall-mounted gauges and some tuck-and-roll trim.

The Eldorados have a small group of soulmates from Adelaide who have been supporters of Chopped since the first event, including Ashley Cave. Ash arrived at the first Chopped with a just-finished late 40s-style Model A roadster. This was his 'learner' car, and since then he converted his

## THIS YEAR SAW A HANDFUL OF HARDY FOUR-BANGER FANS CHUGGING IN FROM INTERSTATE





CHOPPED 2015



spinner to a two-door, finished his brother's Model A tub and somehow found time to smash out a channelled East Coast-style A roadster for this year's event. It is a super-fun car and shows what can be done on a budget, with plenty of hard work, a bit of experience and a keen appreciation for a specific period look.

Of course, there are plenty of fun things to do at Chopped besides admiring cool craftsmanship. There is a fully stocked tiki bar, a bunch of killer bands, great tucker and the best people-watching you'll find this side of Times Square.

The best place to indulge in the latter is on the back of Wolfman's flatbed Bedford. Wolfman is a member of the legendary Feral Sports Car Club and has driven all manner of ancient contraptions

through several million kilometres of forgotten backroads. This makes him the perfect man for the job of transporting various insane one-man-band acts around the event, loaded up with happy punters. I hopped on for my first-ever ride and was pleasantly surprised to receive a complimentary cup of delightful home brew from one very generous punter and some ice-cold watermelon from another.

Rocking out in the sun on the back of Wolfman's truck, meeting some cool fellow travellers and being treated to the sensory overload of the coolest cars and bikes all at once was pretty close to bliss for this little black duck.

If you'd like to get in on the action, check out [chopped.com.au](http://chopped.com.au) and leave the first weekend in October free. 🗝️

**BEING TREATED TO THE COOLEST CARS AND BIKES**

**ALL AT ONCE WAS CLOSE TO BLISS**



Glenn Hogan's Hemi-powered '32 coupe is one of the more shiny cars getting around Chopped, but Glenn isn't afraid to get the Cronulla Coupe dirty



26) Peter Birthistle manhandling an eight-valve Indian donk, which he then slipped into his sidecar, along with his very patient missus

27) SM scribbler Carly Dale and hubby Shane drove Carly's '34 coupe over from Adelaide

28) Metal magicians Aaron Bray and Leon Davies treated Ryan Ford's El Camino to a haircut during the event

29) Von Hoff at work striping Chris Thorogood's '59 Chev Brookwood

30) It was super-exciting to see the Jim Vincent '26 Willys bucket at Chopped. The car was built in the early 70s and featured a 292 Y-block, four-speed, C&D mags, Bob Grimshaw trim and a typically wild Rick Pacey paint job. The bucket has copped quite a few changes over the past 40-odd years, but it was great to see that it has survived to race again!

31) Sean Basford from Adelaide brought over his 1954 Willys Aero Deluxe. The car is one of a handful imported into Australia for sale in right-hand-drive form



26



27



28



29



30



31





# CRUISE

## *Missile*



STORY DAVE CAREY PHOTOS CHRIS THOROGOOD

**DAVE GUILFOYLE'S HQ MONARO GTS WAS RED WHEN HE BOUGHT IT, BUT NOW SHOWS OFF ITS TRUE COLOURS – A 6/71-BLOWN BIG-BLOCK BEHEMOTH IN RARE FACTORY PURR-PULL**







**S**TARTING a custom build with any kind of Monaro these days is guaranteed to raise the purists' ire, but Dave Guilfoyle didn't build his stunning HQ with others in mind – after all, he's going to keep this one forever.

Dave snapped up the coupe in 2009; it was red then. "It was a tidy streeter when I got it – tunnel ram, grey velour interior, Skyline seats," the Victorian says. "But it screamed '90s', and badly! It just wasn't how I wanted it."

Building cars for a living has given Dave mad skills, but precious little progress occurred on the Monaro over the following year, as the customer cars that came through his business, DJ Automotive & Towing, took precedence. "We did a bit here and a bit there," he explains. "I stripped it back, sodablasted it and fixed some dodgy repairs."

It was then he found telltale signs of the Monaro's original – and rare – Purr-Pull colour. "I knew it was Purr-Pull from the tags – and the fact the previous owner raved about it. Bugged if I know why it was ever painted red!"

Dave originally had visions of a clinical white Monaro in his head, but he now knew he had to pay homage to the vehicle's history, so his tough streeter started morphing into a semi-resto. "I left it as a bare shell in etch primer for another year; no hang-ons, no chassis. I pushed it out into the sun on hot days and let it bake."

Dave's brother Shane was more than happy to store it in his shed, but when Dave started making noises about selling it

unfinished, Shane had to step in. "He said he wouldn't let it back to my place if the plan was to sell it!" What a great brother!

"So we prepped the body and left it in high fill, and it stayed that way for another year!" Dave chuckles.

Fortunately Dave had a nine-second Calais to play with in the meantime, and as wife Jodie shares his passion for fast Holdens, he spent time working on an 11-second VH SL/E for her. "Once I'd finished Jodie's VH, I started to cop pressure from her to finish mine!"

Progress was being made in the engine department, at least. "I normally get another bloke to build my engines, but everything else I've got is Holden; I wanted a Chev expert."

Fortunately Dave could count on mate Rod Camilleri to screw together a stout combination. Starting with a bare Chevrolet Gen VI Vortec big-block, Rod added Scat rods and crank, file-fit moly rings, Mahle forgies and a healthy Comp Cams bumpstick. Bowtie Signature Series alloy heads were fitted either side of a BDS 6/71 large-bore blower.

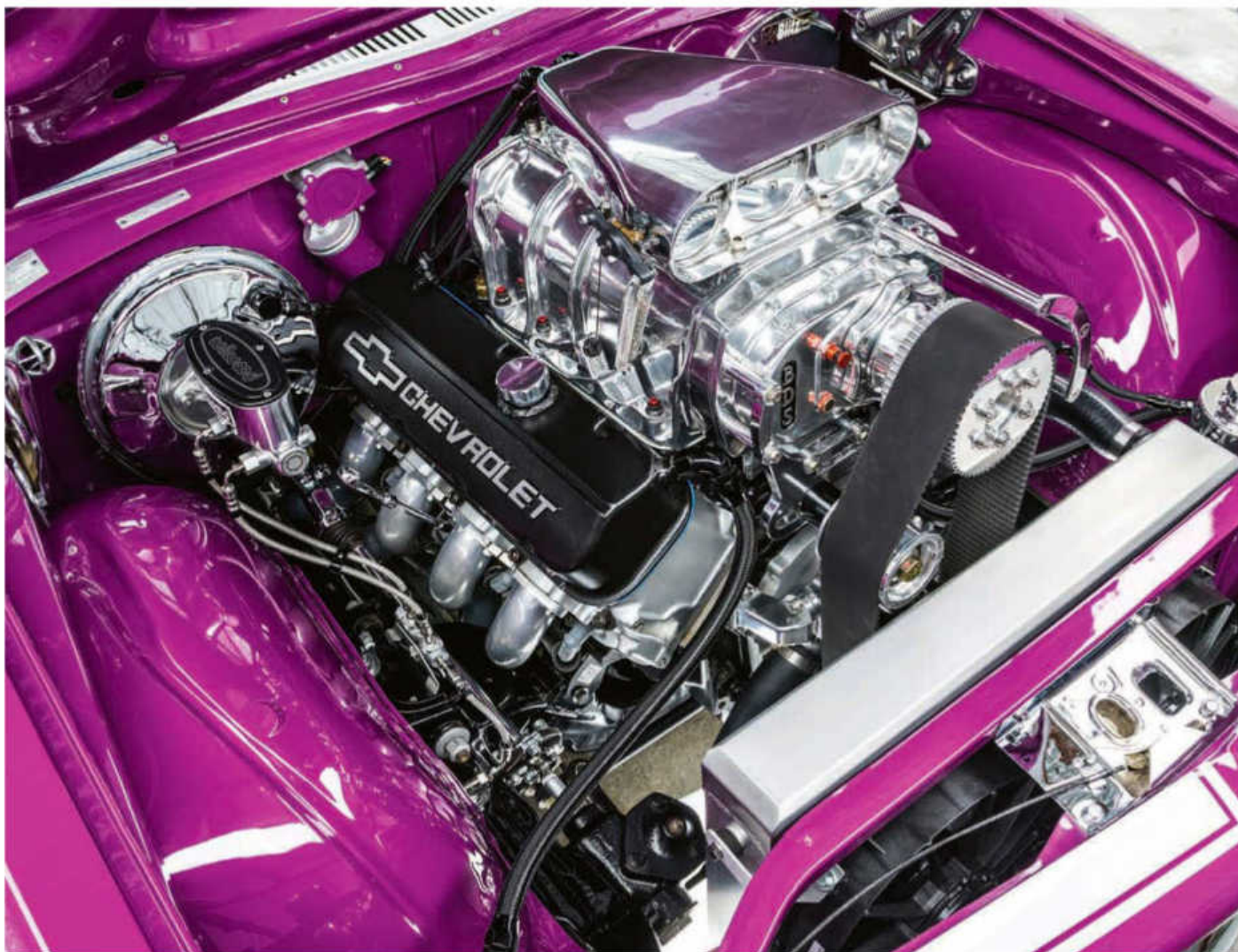
"People think it's a methanol engine," Dave says, "because you can't see the injectors!" That neat trick is courtesy of Joe Blo Engineering, who supplied an EFI kit that hides the injectors, wiring and fuel rails. The ECU is a Microtech LT16.

Of course, no engine comes with that level of bling straight from the suppliers. "I had a bunch of stuff polished and chromed," Dave says of the stout donk. "And I've got a mate with a CNC

## DAVE HAD A DESIRE TO BALANCE THE NEED FOR A TOUGH STREETER WITH THE CAR'S PROVENANCE AS ONE OF ONLY 10 FACTORY PURR-PULL MONARO GTS COUPES



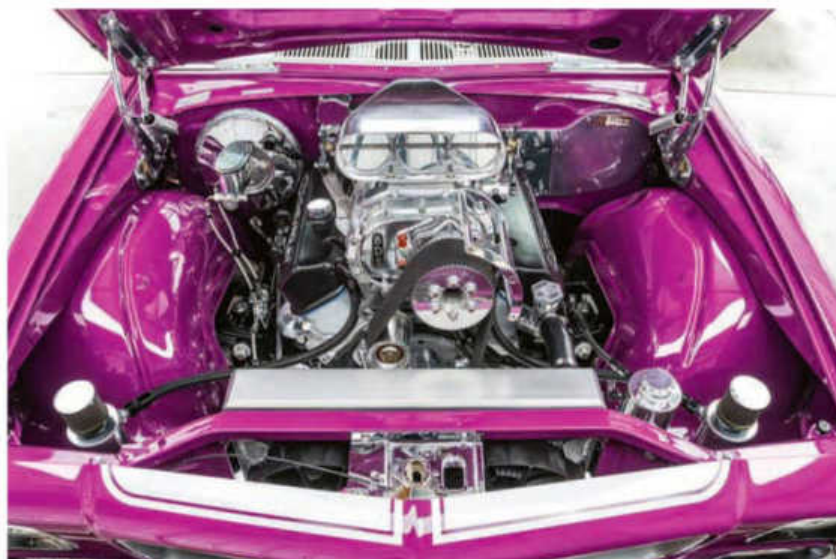




**DONK:** "I wanted it to be 100 per cent ready to drive," Dave says of the big-block. "So Chris the tune guru came out with his laptop and put a start-tune in the car." For the start-up ceremony, Dave had invited around all his mates who had helped on the car build; they congregated, awaiting that tell-tale blower whine. "It started straight up; it was alive! It

was on the dyno the next day for a base-tune; it made 650rwhp on 9psi"

**EXHAUST:** Custom extractors were pieced together by Dave's mate Blitz of Blitz Custom Exhausts in Hoppers Crossing. Huge 2.25in header pipes lead to 4in merge collectors and down to a twin 3.5in system with Hooker mufflers







**INTERIOR:** On trying to keep the car semi-original, Dave explains: "I had the factory GTS gauges rebuilt, despite using Auto Meters for all the important stuff. The codes show it as a straight black vinyl interior, but you can't go past houndstooth; it just makes the interior pop!" The houndstooth certainly fits the restored theme, codes be damned. "Everything's been re-done; I wanted it to look brand new inside. It's even got the Air Chief radio!" Strangely, Dave's HQ has factory electric windows. "I was told they weren't available in the

HQ Monaro coupe, but I checked the loom; they've been there since day one!"

**SHIFTER:** The transbraked 'Glide runs a 4000rpm stall and a TCI Outlaw shifter, one of the few variations from stock in the classic GTS interior

**EXTERIOR:** Dave knew the original colour of the car from the build tags. He was aware that Purr-Pull was a rare hue, but only realised how rare when a punter informed him there were only 30 HQ Monaros made in Purr-Pull and only 10 were coupes; four are known to survive






machine, so that's handy!" All up, the motor took six months to piece together, but it was still ready three-and-a-half years before the body!

Once the body was finally up to par, it was time to return the HQ to its original Purr-Pull splendour. "I've painted all my cars in the past, but I wanted the touch of Matty Petrovics," Dave says of his decision to outsource the work. It helped that Matty gave him a friendly nudge – pressure to finish the car was starting to come from all angles! "The colour looks amazing," Dave says of the end result. "And after waiting patiently on an engine stand all that time, the big-block was installed the next day."

With the car finally looking closer to finished, Dave then took a sheet that few take on an already-painted car and tubbed the rear

end. "My brother was in my ear again; I thought I'd be satisfied with a narrowed nine-inch, but with the axle out we stuffed a fat wheel behind the guard and I knew he was right." Pro9 was tasked with building a combo suitable for both street and strip.

Dave's desire to balance the need for a tough streeter with the car's provenance as one of only 10 factory Purr-Pull Monaro GTS coupes shows through in the interior, which has been restored to near-stock specifications. However, the switchgear under the column includes one for the transbrake; does Dave plan to race it?

"We've done some small shows and we're definitely hitting Summernats," he says. "Once it's not so fresh I might take it racing; it should be good for nines, easy. But mate, if I really want to go racing, I can take the Calais!" Lucky man indeed! 

## THE SWITCHGEAR UNDER THE COLUMN INCLUDES ONE FOR THE TRANSBRAKE; DOES DAVE PLAN TO RACE IT?

### DAVE GUILFOYLE 1973 HOLDEN HQ MONARO GTS

**Colour:** Purr-Pull with Glacier White stripes

#### GRUNT

**Engine:** 502ci

**Block:** Chevrolet Gen VI big-block

**Inlet manifold:** Mooneyham

**Blower:** 6/71 BDS large-bore

**Hat:** Joe Blo Enderle EFI hat

**ECU:** Microtech

**Heads:** Modified alloy Bowtie Signature Series

**Pistons:** Forged Mahle 7.62:1

**Rings:** File-fitted moly

**Crank:** Scat

**Rods:** Scat

**Cam:** Competition Cams

**Ignition:** MSD 6AL-2 with Pro-Billet distributor

**Fuel Pump:** MagnaFuel ProStar 750

**Sump:** Seven-litre Milodon

**Exhaust:** 2.25in into 4in merge collectors, twin 3.5in mandrel-bent X-pipe and twin Hooker mufflers

#### SHIFT

**Transmission:** Transbraked Powerglide

**Stall converter:** Dominator 4000rpm

**Diff:** Pro9 HD 9in, Pro9 axles with 5/8in wheel studs, Detroit Truetrac 3.7:1 with Motive 3.5in tailshaft, 1350 Strange yokes and Spicer unis

#### BENEATH

**Brakes:** Wilwood master cylinder; DBA slotted discs, Girlock alloy WB calipers (f); modified HQ drums (r)

**Springs and shocks:** Pedders standard-height HQ springs, Pedders 90/10 shocks (f); Pedders 3.5in lowered, Pedders 50/50 shocks (r)

**Rear end:** Pro9 adjustable upper and lower tubular arms with Pro9 adjustable sway-bar

#### ROLLING

**Rims:** Weld AlumaStar; one-piece 15x3.5 (f), beadlocked 15x9 (r)

**Rubber:** Nankang 165/80R15 (f), M/T Sportsman 28x12 street radials (r)

#### INTERIOR

**Steering wheel:** GTS

**Seats:** Retrimmed factory GTS houndstooth

**Gauges:** Auto Meter and factory GTS

**Shifter:** TCI Outlaw with custom mount

**Stereo:** Factory GTS Air Chief

#### THANKS

Jodie, Shane and Dad; Blitz Custom Exhaust; Deano; Morgan; Jamie Da1; Rod; Dalton; Bubs; Johnny Lang; Matty Petrovics; Dalton Automotive; Thumbs-Up Engineering; Pro9; RodBilt Engines; KC Tools Victoria; Joe Blo Speed Shop; CE Performance Transmissions; Mick's Motor Trippers; Reidspeed





# TIME CAPSULE

STORY SIMON MAJOR PHOTOS MATTHEW EVERINGHAM

BACK WHEN STUBBIES WERE WORN TWO SIZES TOO SMALL  
AND KISS WERE MADE FOR LOVING YOU BABY, THIS FJ  
UTE WAS WOWING THE CROWDS ON THE SHOW SCENE



The FJ's builder, Ron Keegan, was reunited with the ute at this year's Meguiar's MotorEx

## THE GREEN MACHINE

### SPECIFICATIONS

MOTOR 307 BORED TO 327  
CAM. BALANCED AND  
EXTRACTORS

CARBY'S TWIN HOLLEYS 500

SUSPENSION HR DISC FRONT END  
REAR END JAGUAR S L.S.D.

TRANSMISSION TWO SPEED AUTO

TIME TO BUILD 3 YEARS

COST \$10,000

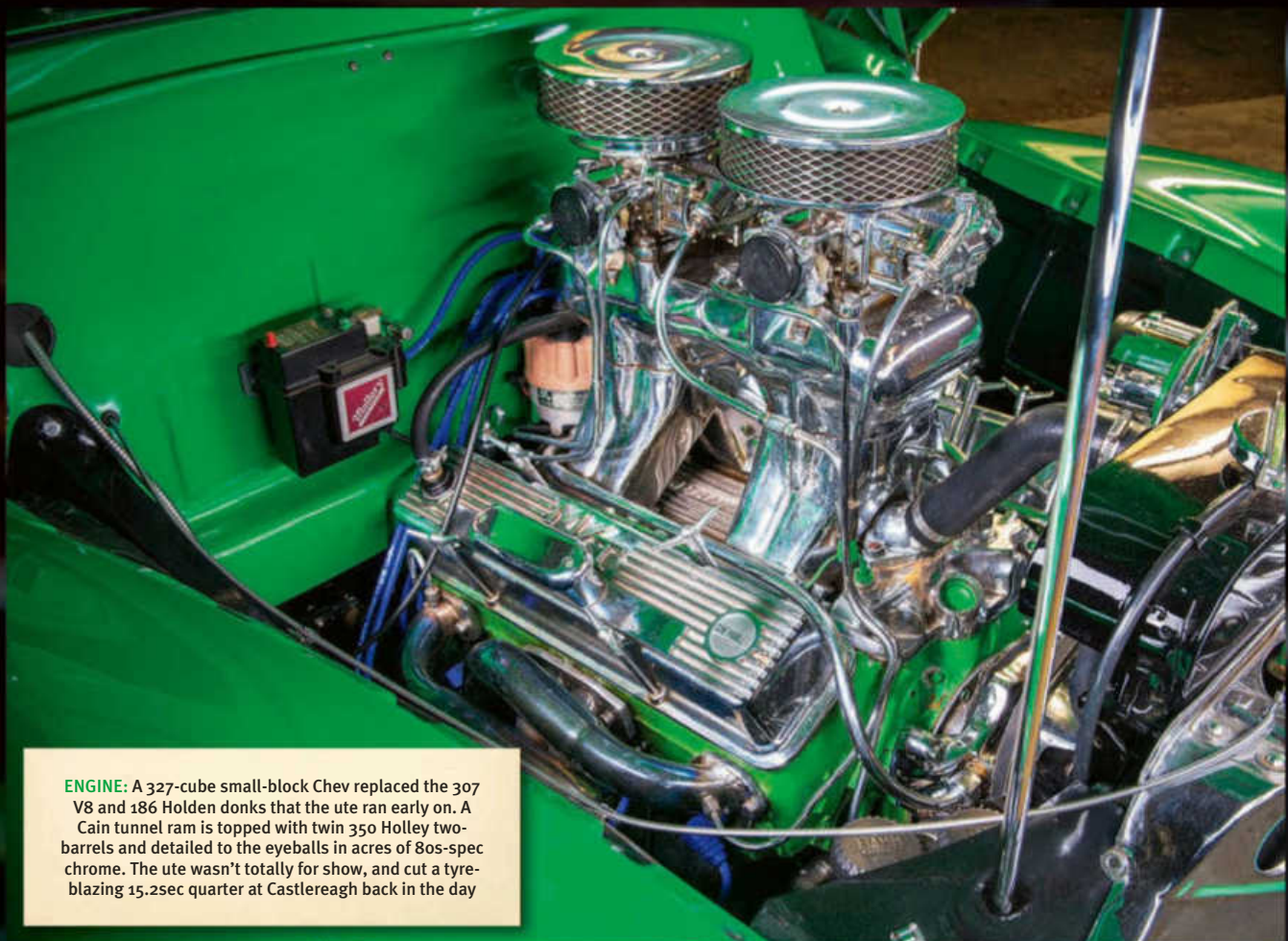
FATHER AND SON EFFORT

— " —









**ENGINE:** A 327-cube small-block Chev replaced the 307 V8 and 186 Holden donks that the ute ran early on. A Cain tunnel ram is topped with twin 350 Holley two-barrels and detailed to the eyeballs in acres of 80s-spec chrome. The ute wasn't totally for show, and cut a tyre-blazing 15.2sec quarter at Castlereagh back in the day



**INTERIOR:** The brown velour trim is period-perfect and still in mint condition, and covers Chrysler Centura bucket seats. Brown carpet and an old-school Maxrob steering wheel look the goods, while a Mini speedo and additional Smiths gauges are housed in the factory FJ fascia



**O**NE thing we could learn from our US brethren is a solid appreciation for our modified car history. The Yanks treat iconic rods and customs like royalty, yet here on Aussie shores such cars are often glossed over. I've never understood why we have this mindset, but thankfully the tide is turning, with more Aussie icons being discovered and preserved.

Check out the styling of this FJ ute, for example. Its distinctive green hue and Frank Lee murals may be familiar to some, and there is no question that this humpy represents what was hot 30 years ago.

It was the result of nine years' hard yakka from Sydneysider Ron Keegan, who scored the ute as a rusty freebie in the mid-70s. "A friend, Garry Smith, owned it and I'd been chasing it for quite a while," Ron says. "He wasn't keen to sell until his parents wanted it gone from their driveway, so passing it off to me was an easy fix.

"I was married with two young kids, so trying to scrape together the money and time was the hard part. I managed a butcher shop by day and worked as a servo attendant at night to make ends meet. It was a long-term build, no question, but I redid it three times in that period as my ideas kept evolving. I knew what I wanted but kept getting told it couldn't be done; that just inspired me to try and do what was considered impossible."

Ron couldn't afford professional work so tackled the build himself. The panel repairs, paint, engineering and fabrication

were all nipped out on his garage floor, while the chrome was a labour of love for his dad, Ron Sr. "I was fortunate to have a father who was a metal polisher," Ron says. "He and his mate Alex would go into work on a Saturday – their own time mind you – week after week and chrome anything I handed their way. The quality is amazing. Even after 30 years it is the best I have laid eyes on. I come from a family of chromers so have seen my fair share."

The suspension, full exhaust, tailshaft and even the Powerglide have all scored the shiny treatment, but that's just the tip of the iceberg. "Dad even chromed the rear shocks for me, but it stuffed the seals so I had to paint them in the end. So yes, I was going for maximum impact," Ron laughs.

The project started off with a 186 auto running triples, before Ron was offered a working 307 and Powerglide. That was upgraded to the current 327, which features Power Pack heads and a Cain tunnel ram running two 350 Holleys, and the transmission was shift-kitted and fronted with a 2000 stall.

A custom tailshaft bridges the gap to the Jag rear, which uses a Mk10 LSD centre and narrower S-Type swing arms and driveshafts to fit snugly under the FJ's rear.

An HR front end employs LH Torana rack-and-pinion steering connected to an HR column. Brakes are P76 discs and HQ calipers up front and Jag items in the rear, all squeezed via an Austin 1800 master cylinder and VH44 booster.

Wheels are Sampsons front and rear, measuring 14x7in and

**I KNEW WHAT I WANTED TO DO BUT KEPT GETTING TOLD IT COULDN'T BE DONE; THAT JUST INSPIRED ME TO TRY AND DO WHAT WAS CONSIDERED IMPOSSIBLE**





Current owner Scott Ribbons has known Ron since he was a kid and always loved the ute. "When Ron finally decided to sell, I jumped at the chance. I am more a custodian than an owner and my granddaughter Charlotte is already lined up to preserve it once I kick the bucket. This is one Australian icon that will never be butchered!"



**SCOTT RIBBONS**  
**1955 FJ HOLDEN UTILITY**  
**Colour:** Ascot Green

**DONK**

**Make:** Chevrolet 327ci  
**Block:** Factory cast  
**Crank:** Stock  
**Rods:** Stock  
**Camshaft:** Mild hydraulic  
**Intake:** Cain tunnel ram  
**Carbs:** Twin 350 Holleys  
**Heads:** Cast factory Power Pack, ported  
**Ignition:** Mallory  
**Exhaust:** Custom-made extractors, twin 2in system

**SHIFT**

**Gearbox:** Powerglide, shift kit  
**Converter:** 2000rpm stall  
**Diff:** Jag Mk10 LSD

**BENEATH**

**Front:** HR Holden  
**Rear:** Jaguar with custom cradle  
**Brakes:** P76 discs, HQ calipers (f), Jag discs (r)  
**Steering:** LH Torana rack-and-pinion, HR column

**ROLLING STOCK**

**Rims:** Sampson Engineering Magnum; 14x7 (f) 14x8 (r)  
**Tyres:** Goodyear NCT (f), Kelly Springfield (r)



**MURALS & STANCE:** A dream scene for any old-school buff – plenty of rake, jellybean mags wearing square-shouldered, white-lettered tyres, all flanked by Frank Lee murals. The paint and panel are in amazing condition after more than 30 years and stands as a tribute to Ron's craftsmanship. "I wanted a completely chromed Jag rear but the electroplating process stuffed the shock absorber seals, so I had to paint them," Ron says. Tail-lights are Mini Clubman, inverted to better suit the humpy's curves, while more of Frank Lee's airbrush mastery adorns the tailgate





14x8in and wrapped in Goodyear NCT and fat-edge Kelly Springfield rubber respectively.

The body remains essentially stock apart from inverted Mini Clubman tail-lamps, while the Ascot Green paint was highlighted with side and tailgate murals from the grand master of Australian airbrush art, Frank Lee (*Van Wheels 11*, *SM Jun '15*). "Frank is such a talented artist and a really nice bloke to boot," Ron says. "He came to my house and made it look easy; he did a wonderful job and it really created an identity for the car."

Ron was making waves with the ute and earning his fair share of awards when he was sidelined after a serious horse accident. "I was crushed into a tree, which caused me major back issues. I couldn't work on the car or even lie down to clean it, so put it into early retirement."

Thirty years on, Sydney-based early-Holden buff Scott Ribbons had been dreaming of the day he could become custodian of a certain Ascot Green FJ utility. "I knew Ron when I was a kid," Scott says. "He was our butcher at Penrith Plaza and I used to see the ute at shows; I always liked it. Years later a mate brought him by to have some mechanical work done and I asked if he still had the ute and would he like to sell it.

He told me where to go, as it was never going to be for sale! But in May this year he finally decided to part with it and I was onto him straight away. We struck a deal and I bought it for myself as a Mother's Day present!"

Scott's plans for the ute are simple: "Nothing. I am purely a custodian and will only do the things it needs to remain mechanically sound. You should never destroy an icon. The ute is a total credit to Ron. The quality of this build is huge and he did nearly all of it himself in the shed. All I have done is wash it with a bucket and sponge; that's how mint he kept it. Lucky his dad was a chromer; there is no way anyone could afford that bill!"

So the ute will continue to lead a charmed life, and recently created plenty of interest when displayed at MotorEx Sydney. "It was great to see people's reactions to it after all these years," Ron says. "I have always treasured the car and would joke that I would be buried in it!"

"I really must thank my boys, too, Jason and Joshua, who went without a lot of 'Dad' time when I was so deep in the build, and to Scott for his commitment to the ute; his love for the FJ is the only reason I could part with it. It has gone to a good home." ■■■

**I AM PURELY A CUSTODIAN AND WILL ONLY DO THE THINGS IT NEEDS TO REMAIN MECHANICALLY SOUND. YOU SHOULD NEVER DESTROY AN ICON. THE UTE IS A TOTAL CREDIT TO RON**





Newcomer to the burnout scene, Emilio Williams, had his blown big-block Monaro on-song and heading for the win, but he clipped the tyre barrier, which took it out of contention





# PERFORMING MIRACLES



**HIGH-POWERED MACHINERY BOTH OLD AND NEW  
DESCENDED ON WINTON RACEWAY TO SKID, DRAG AND CRUISE AT  
THE 10TH PERFORMANCE CAR MANIA WEEKEND**

STORY STEVE TITCUMB PHOTOS CHRIS THOROGOOD





**P**ERFORMANCE Car Mania returned to Winton Raceway in September for three fun-packed days of smoke-filled mayhem. A variety of driving events, including powerskids, drag racing, burnouts and plenty of track time on the circuit, saw carloads of mates smoking the tyres.

After 10 years, PCM still has its original relaxed country atmosphere, and thanks to redevelopment over the past decade, Winton is now a first-class facility, with a great pit area and plenty of shed space available to competitors. Some of the pit garages resembled rubber forts, with stacks of innocent, unsuspecting new treads awaiting destruction.

There was no prize money on offer, just bragging rights for those who came out on top in the competition events.

A bumper crowd turned out to watch the Saturday arvo heads-up drag racing. It was a hotly contested affair, with genuine eight-second quarter-mile street cars fighting for traction and battling the bumps on an un-prepped short track of around 200 metres.

In the final it came down to reigning champ Mick Watt's UTRIED Cortina against Justin Robinson's big-block LX Torana, SKIDIT. Watto ended up with the win. "I was running him down at the end but just ran out of track," Justin said. "He beat me by half a guard length at the finish line."

Justin has run as quick as 9.2@156mph over the quarter-

mile with his 555ci big block-powered Torry, and is a PCM regular. "I really like PCM," he said. "The nature of the back-to-back runs in the drags means your car's cooling and charging system has to be A1, and your car has to be fast. The track is also quite challenging, with limited traction and an undulating surface."

Burnout qualifying was almost overrun with stock late-model LS-powered Commodores using their rev-limiters as throttle stops, until Paul 'Grump' Cook came out in BLWNVC. The supercharged big-block VC puts out over 1100hp, and Paul had the crowd on their feet the second he hit the throttle. He pulled one of the strongest burnouts of the weekend, but stopped before popping the tyres; the car was pushed from the track and didn't return for the finals.

Other top qualifiers included Mick Hughes in his blown small block-powered UC Torana hatch, and Lloyd McLeod in JAILB-8. Lloyd made great use of the pad with one of the toughest aspirated burnouts of the weekend, but an issue with a throttle position sensor in the last cruise session saw the black LS-powered VK sitting out the finals.

In Sunday morning's finals, Brendan Johnson's PRO400 Camaro was looking the goods thanks to a huge tip-in, and was going well until he got lost in the smoke, got off it and backed away from the guard rail.

Emilio Williams had his blown big-block Monaro on-song

**1:** The pit areas at PCM are always a hive of activity, with constant tyre-changing and refuelling going on and everything from engine swaps to gearbox rebuilds being carried out over the course of the weekend. A common repair this year was patching up spilt plastic fuel tanks – caused by the tanks dragging on the ground after cars are driven off the track on bare rims

**2:** Mitch Ward came down from Sydney to enjoy some track time in his recently built XT Fairmont. The trim is all original but the painted patina is new. "I bought it as a stocker with a 302 and auto," Mitch said. "It's now got a 465ci small-block with a full-manual C4 auto and a nine-inch with Moser axles"

**3:** Tim Rhone has owned his XP hardtop for over 20 years. "I've had it since I was 17," he confirmed. "It was even a feature car in *Street Machine Fords* mag back in the day. These days it's running a pair of XR6 turbos on a 363 stroker, with a C4 and a 3.00:1-geared nine-inch with a Detroit Locker." Making 386rwkW on the dyno at PCM, the car has gone as quick as 10.36@140mph down the quarter. "This event is great fun," Tim enthused. "Best part for us is the kids' cruise – being able to take the kids out for a few laps and a skid is cool"

## BURNOUT QUALIFYING WAS ALMOST OVERRUN WITH STOCK LATE-MODEL LS-POWERED COMMODORES USING THEIR REV-LIMITERS AS THROTTLE STOPS



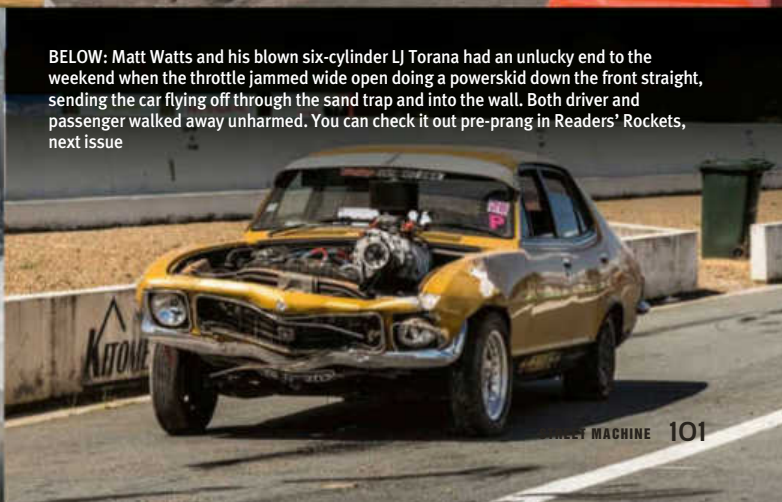


BELOW: Matt Smoors's Magnuson-supercharged LS3-powered VK, FSTGMH, was a strong contender in the powerskid comp. "For me the powerskids are where it's at," Matt said. "This year was a bit different though; I had a wedding to attend in Melbourne on Saturday, but in keeping with tradition I managed to get a set of tyres off in the Saturday morning session and we had the car back in the garage by

9:30am. I left the keys with the boys and said: 'You bend it, you buy it,' but they didn't take it out. I got sent photos during the day of all of them taking turns sitting in it pretending to drive! I was back in Benalla by 12:30 that night and hit the track again Sunday morning. There would have to be some major drama for me and the boys not to front up to PCM – we all love it"



BELOW: This mint HG Premier wagon belongs to David Bajada. The stock-looking beast is LS2-powered and has been an eight-year project, fully engineered on full rego. "The track time is great," David said of PCM. "The only drama I've had so far is that the hubcaps keep falling off!"



BELOW: Matt Watts and his blown six-cylinder LJ Torana had an unlucky end to the weekend when the throttle jammed wide open doing a powerskid down the front straight, sending the car flying off through the sand trap and into the wall. Both driver and passenger walked away unharmed. You can check it out pre-prang in Readers' Rockets, next issue





Kyle Foster's uncle owned this HG Premier back in the late 80s. "I used to drive it as a kid," he said. "It had a 253 and three-on-the-tree in it back then. I kept track of it after my uncle sold it, and after it had passed through several sets of hands I finally bought it back off a mate a few years ago." The paint was done in the 80s and still looks great, but the car now runs an owner-built blown 355ci VN-headed Holden motor. "It's only got a stock head and basic internals, a V-1 Vortech blower making 8psi, pushing through a Demon pump-fuel 750cfm carb. Trans is a Powerglide with a 2800 stall running to a 3.5:1 full-spoiled nine-inch diff"

#### ★ BURNOUTS ★

Shane D'Amato's LS-powered VS Commodore ute took out the burnout comp and came runner-up to Charles Gipp's eardrum-bursting 20B turbo-powered Mazda RX-7 in the powerskids

#### ★ DYNO - OVERALL ★

Graham Longhurst from Canberra stomped all over the competition on the dyno with his ProCharged big-block HZ Holden (see SM, Nov 2008)



#### ★ DYNO - ASPIRATED ★

Winton local Justin Robinson's Torana is powered by a methanol-fed 555ci big-block Chev. The beast took out the aspirated class on the dyno with 609whp and also came runner-up in the drags. It did well in the powerskids, too!

#### ★ STREET DRAGS ★

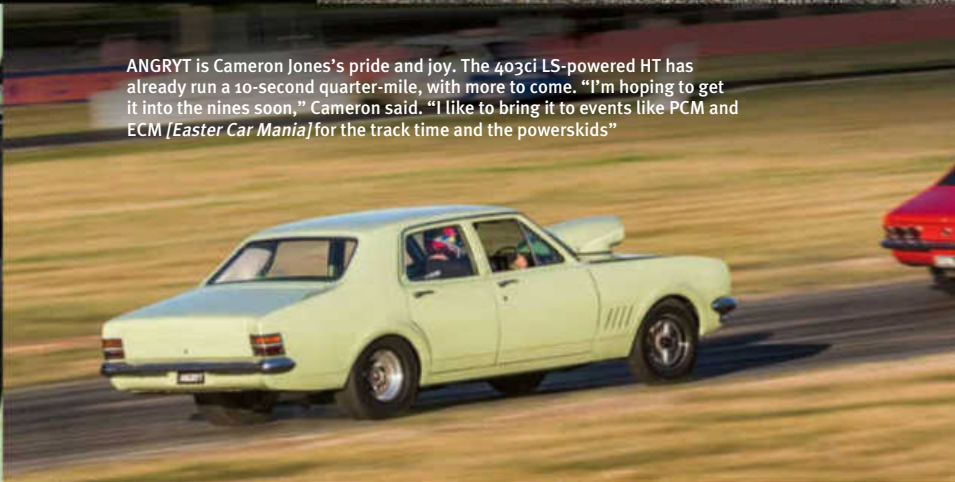
Mick Watts took out the street drags for the second year running in his 369ci UTRIED TD Cortina, edging out Justin Robinson's big-block Torana







Dusty Benson's 1980 VC Commodore was finished just in time for Performance Car Mania and was only dyno-tuned on the Friday of the event! Dusty's GT42 single-turbo LS2 set-up makes 637hp and is hooked up to a Powerglide transmission and 10-bolt Salisbury diff. Look out for this stealth machine at all the big upcoming skid events

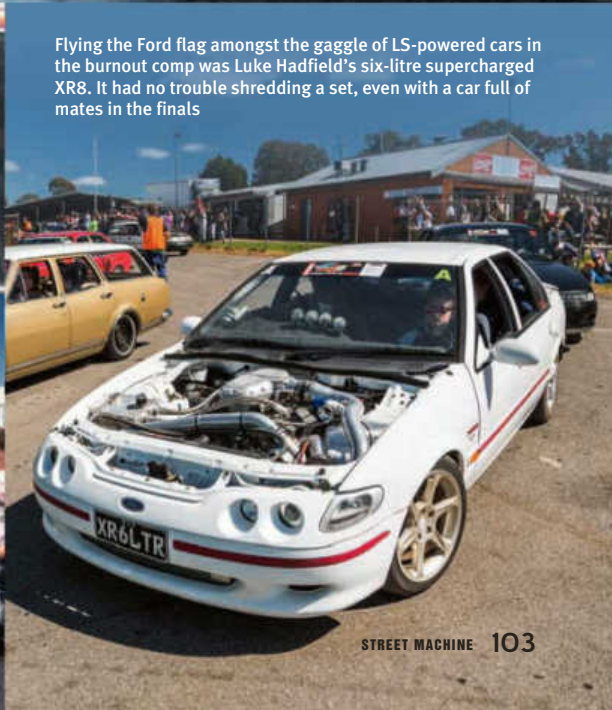


ANGRYT is Cameron Jones's pride and joy. The 403ci LS-powered HT has already run a 10-second quarter-mile, with more to come. "I'm hoping to get it into the nines soon," Cameron said. "I like to bring it to events like PCM and ECM [Easter Car Mania] for the track time and the powerskids"



LEFT: While an LS conversion into a VK Commodore might not be anything unusual these days, running one on straight LPG, turbocharged and set up for drifting, as Albury's Matt Grice has done, is definitely a different way of going about things!

BELOW: Lloyd McLeod's JAILB-8 VK is featured in the current issue of *Street Machine LSX Tuner*, on sale now!



Flying the Ford flag amongst the gaggle of LS-powered cars in the burnout comp was Luke Hadfield's six-litre supercharged XR8. It had no trouble shredding a set, even with a car full of mates in the finals





and heading for the win, but after a great start he got stuck at one end of the pad and clipped the tyre barrier, taking him out of contention.

In the end it was Shane D'Amato in GHETTO who grabbed top honours. Shane threw the naturally aspirated VS Commodore ute around the pad with wild abandon. Bouncing off the rev-limiter the whole run, Shane pulled a top skid to take a well-deserved win – albeit over a heavily depleted field; by that time the weekend's track carnage had taken its toll on several of the listed finalists!

The pace slowed down at PCM twice a day for one of the coolest parts of the event. Fast becoming a bucket-list item for anyone with offspring and a modified car, the kids' cruise had a level of excitement all of its own, as cars lined up filled with kids happily strapped in waiting for their turn on a real race track with Dad. While the pace was sedate compared to some of the other events, a few hits of the throttle, a chirp or two of the tyres and a quick squirt down the straights put smiles on plenty of young faces – not to mention some pretty proud parents chuffed to be introducing the next generation of little revheads to the sport!

In contrast, the 'adults' cruise session got pretty wild at times, with

some cars coping more punishment and smashing more tyres than in the burnout comp! But for people like Michael Sapardanis, that's what PCM is all about. His VT Commodore was one of many at the event moving to LS power, and while it mightn't be the prettiest ride, it sure got the job done. "It only owes me three grand," Michael said. "It's only got a bit of a cam, some head work and been re-tuned, but me and the boys have been having a ball in it all weekend and we've gone through about 20 sets of tyres."

Kyle Foster brought his recently built blown 355ci HG Premier down from Wagga Wagga for some testing and track time. "The best bit about PCM is you can do things here that you can't do out on the streets," he said. "Basically give the cars a good old-fashioned flogging without having to worry about the police giving you a hard time."

Matt Smoors is a PCM regular, and brought along his Magnuson-supercharged LS3-powered VK Commodore, FSTGMH, to compete in the powerskids and hit the track. Matt echoed the sentiments of most PCM participants: "I've been coming to PCM for eight years and it's a killer event. There's nothing like cruising around the track frying tyres with your mates." ■

## YOU CAN GIVE THE CARS A GOOD OLD-FASHIONED FLOGGING WITHOUT HAVING TO WORRY ABOUT THE POLICE GIVING YOU A HARD TIME



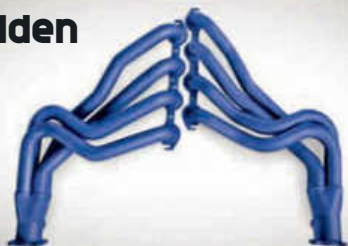
We doubt anyone at PCM had more fun than Leigh Danker and his mates in Leigh's MPW-fettled VZ Clubsport 'taxi'



# HURRICANE

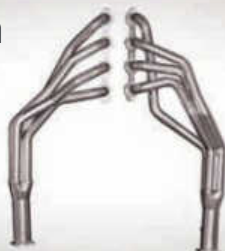
## HEADERS

**Holden  
VE**



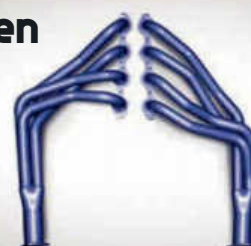
4 Into 1, 1 7/8", SS & HSV

**Holden  
VT-VZ**



4 Into 1, 1 7/8", 5.7L - 6.0L

**Holden  
HQ**



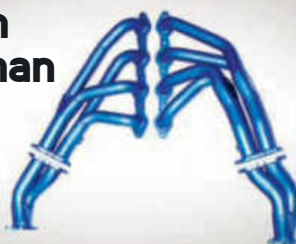
4 Into 1, 1 3/4" HQ - LS1

**Holden  
VT-VZ**



Tri-Y, VT-VZ 5.7L - 6.0L SS & HSV

**Holden  
Crewman**



Tri-Y, Crewman & Cross-8

**Holden  
VT**



Tri-Y, VT 5.0L SS & HSV

**Victorian  
Distributor  
Now Open!**

**NEW!**

Phone: 03 9706 6331

**Also  
Available**

VT-VZ Ecotec Supercharged  
BA-FG Boss 4 Into 1  
XR-XF Windsor 4 Into 1  
High Flow Metallic Cat Converters

**All products are available with Ceramic Coating**

**Australia's  
Largest Range  
of Headers!**





# CRISIS

## MANAGEMENT







STORY DAVE CAREY PHOTOS JORDAN LEIST

**GREG HOGAN SET OUT TO BUILD A TRACK WEAPON,  
BUT HIS EXACTING NATURE AND ATTENTION TO DETAIL  
LANDED HIS STUNNING PRO TOURING CAMARO AT  
MOTOREX INSTEAD**



**A**LTHOUGH he didn't inherit it from his folks, Greg Hogan is a natural-born car guy. "My parents gave me a VW Beetle to keep me slow!" he laughs when recalling his very first ride. "By the time I sold it, it had a 2180cc stroker and was good for a 13-second quarter!"

Not bad for an old 'Whoppi', but the Bug was clearly not Greg's steed of choice. He went on to own and love a succession of track-focused road/race cars before turning his attention to a 1969 Camaro.

Greg and the Chev found one another at the perfect time in each of their lives. "It's in the plates: 'CRISIS', as in 'mid-life'", Greg chuckles. "Back in my early days we'd race the cops at the Dandenong drags; these weren't off-street, mind you. You can't do that anymore. I wanted something I could thrash at the track and then turn around and drive home in."

While other gentlemen racers may have chosen to simply hit the local Porsche dealer and tick every box, that's not Greg's style. "I love getting in and fabricating; I love the hands-on stuff," he says.

He's not kidding; barely any part remains of the tired Camaro he rolled into his shed back in 2009. After getting the car on a rotisserie, it was stripped to the bones; Greg even removed the roof, rear quarters and firewall. "The inner structure is the only original bit left," Greg says. "I replaced the floors and firewall myself, but the rest of the bodywork I farmed out to Rowe & Sons in Maddington, who did a brilliant job. I run two businesses and so I just ran out of time."

As owner of Stripped Bare Diamond Blasting, which caters to the needs of the West Australian car community, Greg has enjoyed the

perk of a regular sojourn to SEMA in Vegas. Each annual pilgrimage has not only served to inspire his build, but yielded a cache of choice parts.

"I've always been inspired by the work of Ringbrothers and The Roadster Shop and I've met all those guys, so it had to be pro touring all the way," he explains. And besides, a pro tourer would give him everything he was after – a reliable, streetable racecar that can handle a corner or two.

Underneath, Art Morrison provided the front and rear chassis subframes. The front is an off-the-shelf item for application with a dry-sumped LS7, while the rear is custom-built to Greg's specifications.

"I wanted a parallel four-link system for the drags and a three-link system for the corners; it converts to either," Greg explains. "I call it a five-bar rear end!"

Muscle cars aren't renowned for enjoying the twisty bits, yet such roads are the, er, cornerstone of the pro touring movement. Helping Greg's Camaro turn in is a full Corvette C6 suspension system and race-spec Woodward power-steering rack. "These 305s up front will chew up and spit out a regular rack," Greg says. "It cost more, but it won't break."

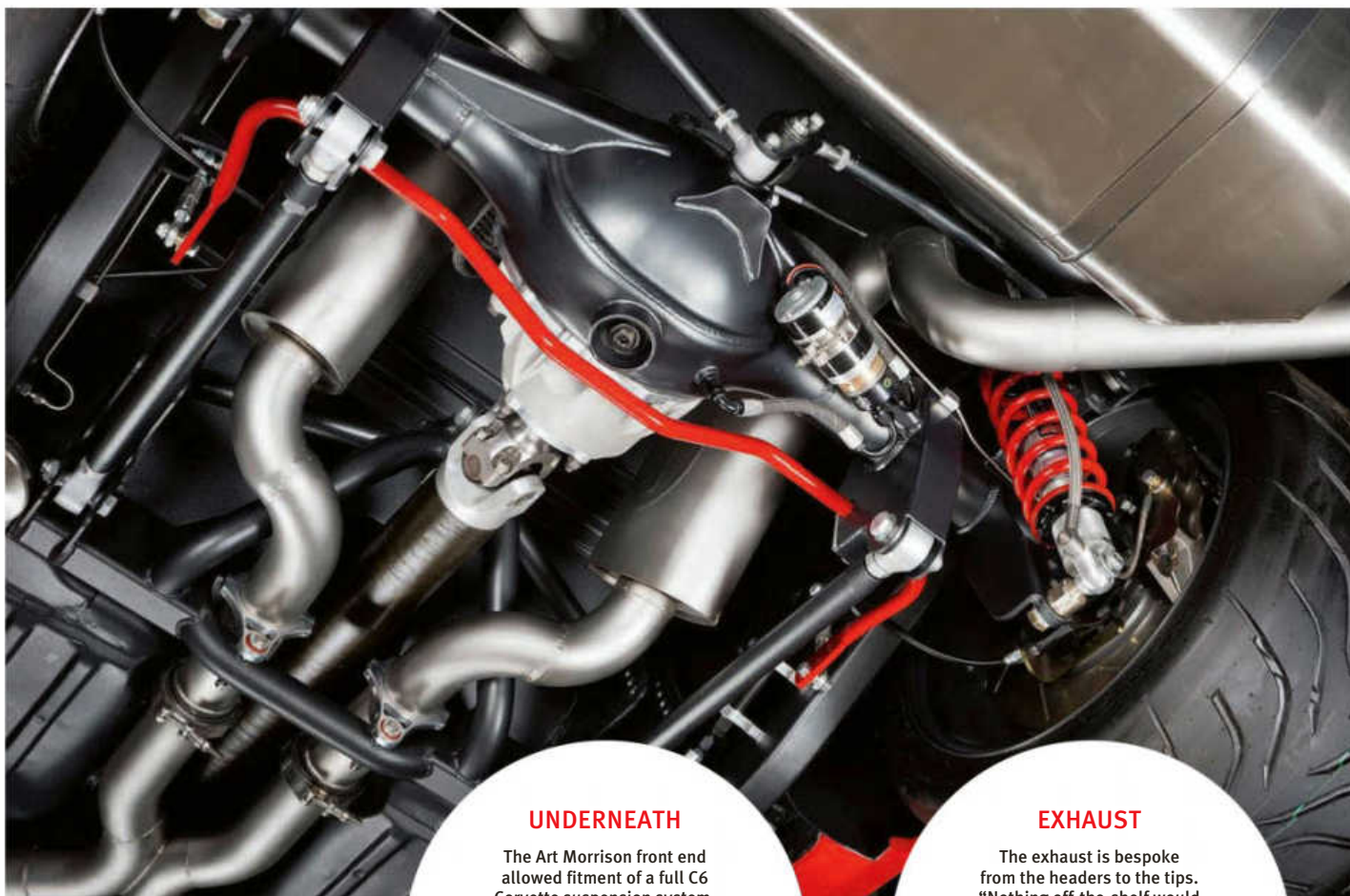
Good turn-in isn't all suspension geometry; weight distribution is aided by aftermarket aluminium front panels. "We wanted it at 50/50 and got pretty close; 49/51 isn't bad!" Greg says. "Of course, like anything else, nothing fitted right; it was heaps of work to get it this good."

No racecar would be complete without some decent aero. The impressive front splitter was made up by Greg in his garage and is adapted from an aftermarket carbonfibre chin spoiler.

## BACK IN MY EARLY DAYS WE'D RACE THE COPS AT THE DANDENONG DRAGS. YOU CAN'T DO THAT ANYMORE





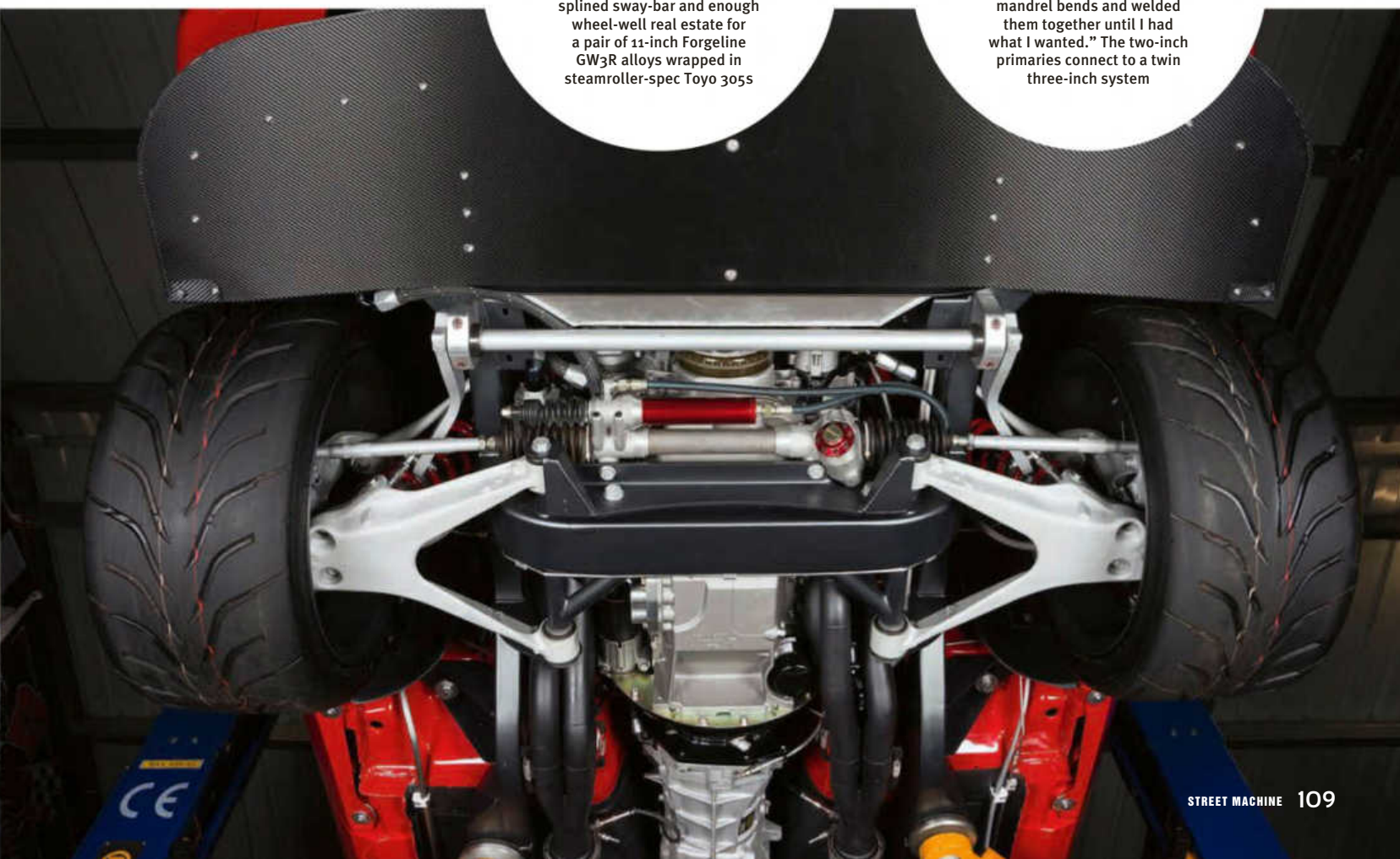


#### UNDERNEATH

The Art Morrison front end allowed fitment of a full C6 Corvette suspension system. Upgrades include a race-spec Woodward power steering rack, Speedway Engineering splined sway-bar and enough wheel-well real estate for a pair of 11-inch Forgeline GW3R alloys wrapped in steamroller-spec Toyo 305s

#### EXHAUST

The exhaust is bespoke from the headers to the tips. "Nothing off-the-shelf would fit," Greg explains. "I had the header flanges laser-cut in stainless, then bought mandrel bends and welded them together until I had what I wanted." The two-inch primaries connect to a twin three-inch system

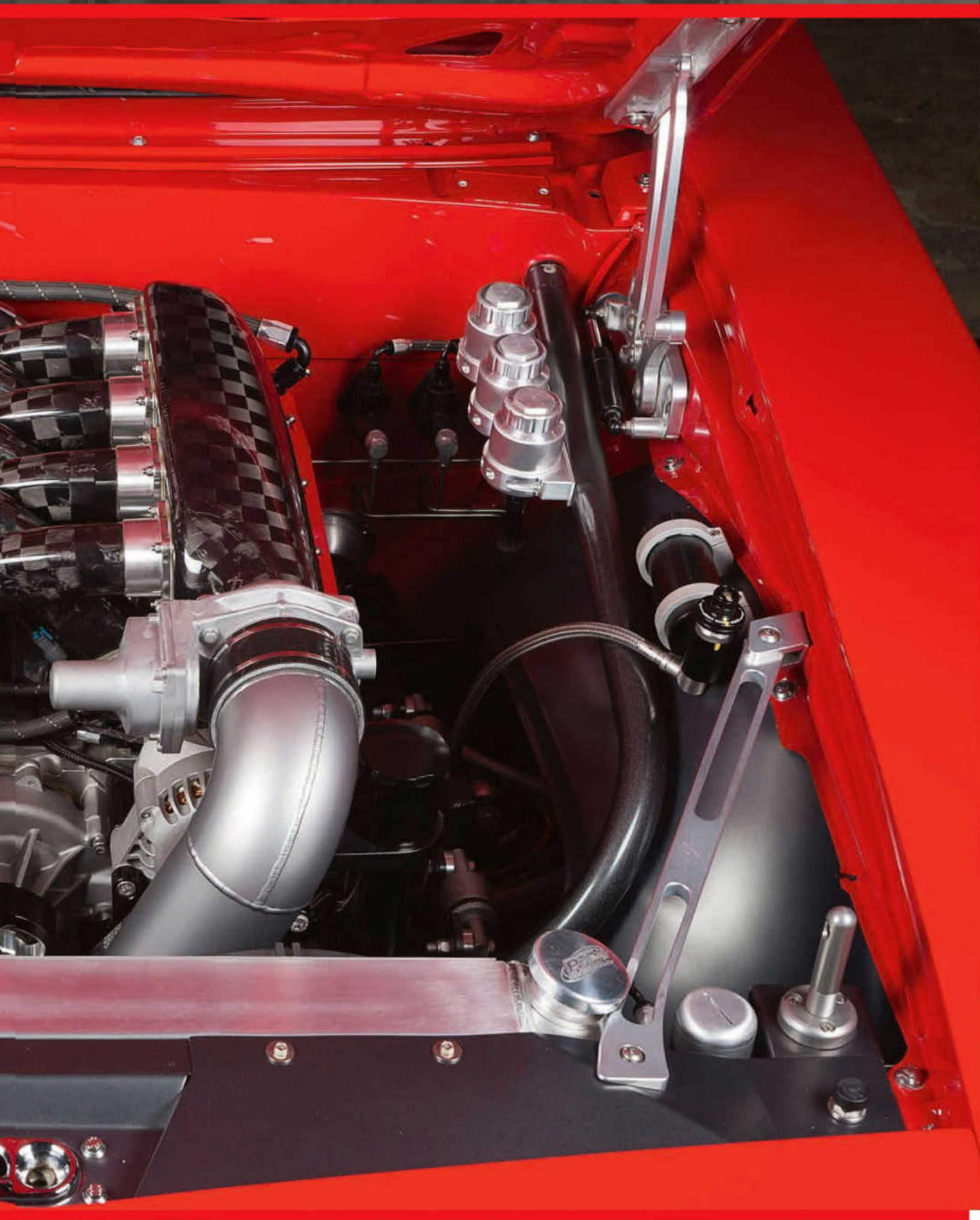




### ENGINE BAY

The dry-sumped, 440ci RHS LS7 was screwed together Stateside by Dave Crume of CRE. Dave's spent 40 years building NASCAR engines, so the LS should hold together okay. The engine bay is clean and functional, sporting no unnecessary adornments. Er, but what about the air con, Greg? "I wanted something I could beat the snot out of without breaking and have it do what I want it to do. Like keep me cool!" Speaking of cool, the Camaro not only runs air con, but also a PRC aluminium radiator, a cooler for the engine oil, another for the gearbox oil and one each for the differential oil and power steering fluid. Everything is cool!







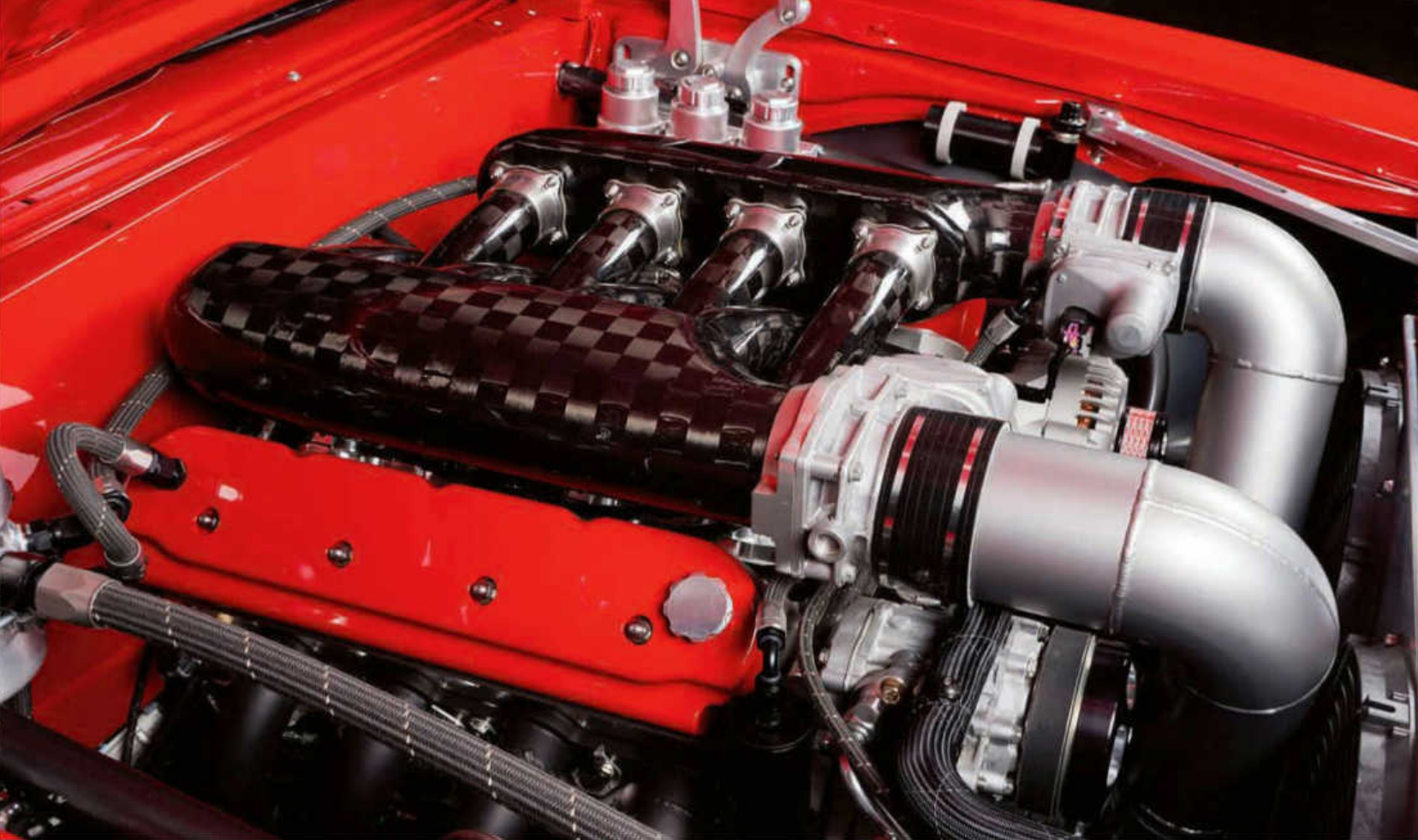


## INTERIOR

The interior is a matter of form following function. A fully legal four-point rollcage, an onboard fire system, Wilwood pedal set, a pair of Sparco Evo race seats and a billet shifter, winders and handles by Clayton Machine Works all neatly outline the pro touring theme. Rear suspension dictated the rear seats be deleted







## I WANTED A PARALLEL FOUR-LINK SYSTEM FOR THE DRAGS AND A THREE-LINK SYSTEM FOR THE CORNERS; IT CONVERTS TO EITHER

There's more aero at the back, this time of a more traditional style, albeit with modifications.

"Camaro spoilers are like Torana spoilers; they look like an afterthought," Greg opines. "I wanted something that would mould into the body shape."

With that mandate, he reshaped the leading edge, shaved the base and laid it back. Other body areas were treated to a tidy up, too. Bumpers were drawn closer to the bodywork and several billet items were fitted: tail-light surrounds, door handles, driving light surrounds and bonnet hinges, along with some other CNCed items, all supplied by Fesler Built of Arizona.


Pro touring is all about tight panel gaps, tough stance, flawless paint and awesome wheels, but it means nothing without epic power. US-based NASCAR engine builder Dave Crume started with an RHS block and decked it out with Wiseco ceramic pistons, Carrillo rods and a Manley Ultra Light crank.

Up top is a pair of Mast Motorsport Black Label heads and a very-hard-to-ignore OZMO Engineering intake manifold. "The carbonfibre weave is proprietary to Red Bull, apparently, so OZMO won't be making any more of them," Greg says. "And they're not getting mine back!"

The whole combo made 780hp on Dave's bench. "It's not a street engine," Greg states. "It's streetable, but it's not a street engine!"

Now installed in the Camaro, some minor tweaks and a bigger cam should see it punch out 800 horses on the dyno. Of course, those ponies will be useless if the gearbox is not up to it. Enter the Tranzilla, built by Rockland Standard Gear. Based on the T56 but with all the gearsets cryogenically treated, Greg says the process "took a \$2500 trans out to about \$7000".

And the 'box is reflective of Greg's dedication to quality in every aspect of the build. "I said that if we build this, we build it once and we build it right," he says. "Like the rest of the car, the transmission wasn't cheap, but it came out perfect. It's all about minimising carnage!"

If only we could all have a midlife crisis like Greg Hogan's! 

**GREG HOGAN**  
**1969 CHEVROLET CAMARO**  
Colour: Chevy Victory Red

**GRUNT**  
Engine: 440ci  
Block: RHS  
Intake: OZMO  
Induction: GM 90mm throttlebodies  
Heads: Mast Motorsport Black Label  
Pistons: Wiseco ceramic-coated  
Crank: Manley Ultra Light  
Rods: Carrillo  
Cam: Crane custom grind  
Ignition: Holley Dominator ECM  
Fuel pump: CTSV  
Sump: Standard LS7  
Exhaust: Twin 3in with cats

**SHIFT**  
Transmission: Rockland Standard Gear T56 Tranzilla  
Clutch: LS9  
Diff: Moser aluminium full-floating 9in, 3.73:1 gears, 35-spline axles

**BENEATH**  
Brakes: 14in Baer R-spec discs, Baer 6R calipers (f & r)  
Springs/shocks: Ridetech three-way adjustable coil-overs (f & r)  
Rear end: Art Morrison custom-built 'five-bar'  
Steering: Woodward power-steering rack

**ROLLING**  
Rims: Forgeline GW3R; 18x11 (f), 18x12 (r)  
Rubber: Toyo R888; 305/50R18 (f), 335/50R18 (r)

**INTERIOR**  
Steering wheel: Momo  
Seats: Retrimmed Sparco Evo  
Gauges: Speedhut  
Shifter: Clayton Machine Works

**THANKS**  
My wife April, daughter Elle and son Jay; my friends Scotty Jarrod, Jake Baldwin, Chris Spaulding and Ty Sochaki for all their help and support throughout the build





George has owned the VF for 30 years and it is easy to understand why; these hardtops cut the perfect profile. A total of 10 Best VF/VG Hardtop awards from 10 All Chrysler Days is nothing to sneeze at, and the factory white hue and reverse-cowl scoop adds to the car's subtly tough street appeal. "I'm pretty well-behaved these days and my wife Helen is like an automatic rev limiter when she comes for a cruise," George laughs



# GREAT WHITE



**GEORGE KOLLIS NEARLY PASSED OVER THIS PRISTINE VF HARDTOP WHEN HE FIRST SAW IT BACK IN '86. THIRTY YEARS, MANY AWARDS AND A 10-SECOND TIMESLIP LATER, HE'S GLAD HE DIDN'T**

STORY SIMON MAJOR PHOTOS ROHAN PHILLIPS



**C**LEAN, crisp and packing a blown small-block – it's no wonder that after 30 years with this tough Valiant Regal hardtop, George Kollis is still smitten. "Back in 1986 it was just a dirty old Valiant," the South Australian remembers. "I was looking for a daily thrasher, but I actually walked away when I first saw it. There were lots of dents and rust, and plenty more cars to choose from in those days. The owner, Italo, was an old bloke who talked us back for another look, so we gave it a proper inspection. My brother Nick and I peeled back the crusty seat covers and the trim was like brand new. I muttered to Nick: 'F\*\*k me, the interior is immaculate!' So we cut a deal for a measly \$1200."

The added bonus? George's new Val was a factory 318-powered 770 Regal, so it was loaded with goodies like air conditioning, bucket seats and a console floor shift.

The VF's "daily thrasher" status didn't last long, however; it was soon off the road for some TLC. "The body was rough around the edges," George says. "Italo had a boat, so he'd been dragging the hardtop's arse through salt water for a number of years, but we managed to save all of the original panels."

The luxury-spec coupe had been factory-ordered without a vinyl roof, but had scored a dealer-fitted cream version instead. It was thankfully left off during the makeover. "It just looked odd. A white car with a cream roof and green interior was like driving a big pavlova!" George laughs. "So it was peeled off before the car was resprayed in crisp factory Alpine White." The panel and paint was the handiwork of George's mate, Tony, and nearly 30 years on it still looks the goods, which is a testament to his skills. A reverse-cowl scoop was fitted – before they were cool – along with a few small wear-and-tear touch-ups, ably handled by another mate, Joe Leuzzi.

Like many young blokes, George was keen on adding more grunt, and played with a number of small-blocks before settling on a 360-based combo built by himself and Nick. The current long motor has been in the car since 2001, and uses a factory cast block stretched to 406 cubes with the first of the Mopar Performance cast-steel four-inch stroker cranks. Scat H-beam rods and Wiseco reverse-dome pistons sort the bottom end, lubed via a Mellings oil pump drawing the good stuff from a Moroso eight-quart sump.

## I PEELED BACK THE CRUSTY SEAT COVERS AND THE TRIM WAS LIKE BRAND NEW. I MUTTERED TO NICK: 'F\*\*K ME, THE INTERIOR IS IMMACULATE'

A custom blower-grind Crower flat-tappet cam and Crower CoolFace lifters work in conjunction with Jet pushrods, Isky springs and Ferrea valves to sort the valvetrain, the latter pairing housed in Brodix B1BA heads ported by PM Engines.

The Paxton supercharger was added in 2013, and forces air through a blow-through-adapted CSU 750cfm carb mounted to an Edelbrock Super Victor intake. "I've been gradually getting my head around the tune for this blown combo, but it had a nasty lean-out at Heathcote earlier this year, which torched a head gasket and hurt the rings in number-eight cylinder," George says. "I'd promised my son Peter that we'd use the car for his formal, so I pulled the engine, repaired the damage and had it refitted and running just in time. It was a hectic five days!"

That single run netted George a 10.80@132mph, so it should go much quicker once the correct tune and boost is locked in. "The car is raced in total street trim, including the spare wheel and full exhaust," he says. "I'm hooked on that blower so I'll get it sorted; it has made such a difference to the car that I can't step backwards now. It tips the scales at 3850lb with me in it, so it's fairly weighty too; any additional power is welcomed."

The custom four-into-one pipes are 15 years old and run restrictive 1.75-inch primaries, so a set of two-inch primary jobs are slated for the near future. A stainless twin three-inch system with four mufflers keeps the noise to a moderately acceptable level for George's many street miles.

A custom alloy radiator with twin AU Falcon fans was given the nod for cooling duties, while a mix of Crane and MSD hardware handles the spark.

A 727 Torqueflite is an easy choice for a tough transmission, but George



The factory buffalo-grain 770 trim is oh-so-sweet and was the initial selling point for George. "I've been very careful to keep it tidy and am pretty relieved I never gave it an 80s velour job," he laughs. The additional gauges were mounted externally so as not to molest the stock dash fascia, while a B&M shifter is housed in the factory console





The 406-cube stroker is neatly housed in a tidy but practical engine bay, and recently scored a Paxton supercharger for added grunt. "The basic long motor is 14 years old and is pretty much a test mule for the blower combo, learning what it likes," George says. "The next build will be a little stouter and I'll use an R3 block with a bigger blower." A water-methanol system has been added to keep intake temperatures in check, rather than cutting up the car for an intercooler



The rear remains untubed but George has managed to squeeze 275/60 M&H tyres on eight-inch-wide Weld Pro Stars within those low-cut arches, while 205/70 Firestones on five-inch-wide Pro Stars support the front end. His only regret was tossing the factory wheelarch and sill chrome: "That's just what we did years ago; I can remember mates folding up HK GTS wheelarch moulds and stuffing them in the bin!"



called on his cousin Kon at Kollis Automotive to go the extra mile by adding a full-manual reverse-pattern valvebody and 4000 Dominator converter. A 3.5-inch tailshaft spins back to a Currie-housed nine-inch packed with Strange internals, 4.11 gears and Moser axles.

The standard torsion bar front end has been retained, while the rear leaf springs are custom packs designed to work with no additional traction aids. The factory solid front discs and Gemini-sized brake pads (seriously!) have been upgraded to twin-piston BA Falcon calipers clamping ventilated rotors. Ford drums were deemed adequate for the rear.

Yes, the deal-clinching factory green buffalo-grain trim still takes pride of place inside this VF, and looks near-new more than 40 years after rolling out of Tonsley Park. "Italo had glued clear plastic over the seats and door trims before fitting covers, so a bit of elbow grease was all that was needed to tart it up," George says. The B&M Quicksilver shifter and a selection of aftermarket gauges are the only deviation from stock.

With only a few small changes on the horizon, George has no intentions

**I'M HOOKED ON THAT BLOWER SO I'LL GET IT SORTED; IT HAS MADE SUCH A DIFFERENCE THAT I CAN'T STEP BACKWARDS NOW**

of selling the car or indulging in any new projects. "I still love playing around with this old girl, and although it spends 99.9 per cent of its time as a street car, I'm keen to improve on its ETs.

"Every year in June, a bunch of mates and I run our own bracket at Heathcote in memory of my old school mate, Gary Watson – Mr XR GT – who we lost to cancer in September 2011. It's a great chance for us to have some fun and duke it out for the four-foot memorial trophy, all the while knowing Gary is as proud as punch of us for still enjoying the hobby that brought us all together." ■



**GEORGE KOLLIS**  
**1969 VALIANT**  
**REGAL HARDTOP**  
Paint: Alpine White

#### DONK

**Make:** Chrysler 406ci  
**Block:** Chrysler cast  
**Crank:** Mopar Performance cast steel  
**Rods:** Scat H-beam  
**Pistons:** Wiseco reverse-dome 10:1  
**Camshaft:** Crower custom flat-tappet  
**Intake:** Edelbrock Super Victor  
**Blower:** Paxton Novi 1200  
**Carb:** CSU 750 Holley blow-through  
**Heads:** Brodix B1BA  
**Lifters:** Crower CoolFace flat-tappet

**Ignition:** Crane Hi-6 ignition, MSD crank trigger, MSD distributor  
**Exhaust:** Custom 1.75in-primary four-into-one extractors, twin 3in stainless

#### SHIFT

**Gearbox:** Torqueflite 727, full-manual reverse-pattern valvebody  
**Converter:** Dominator 4000 stall  
**Diff:** Currie nine-inch, 4.11 gears, Moser axles, Strange centre

#### BENEATH

**Front end:** Stock torsion bar  
**Rear end:** Custom

leaf spring  
**Shocks:** Monroe (f & r)  
**Brakes:** Twin-piston BA Falcon, ventilated discs (f), Ford drums (r)

#### ROLLING STOCK

**Rims:** Weld Pro Star; 15x5 (f), 15x8 (r)  
**Tyres:** Firestone 205/70 (f), M&H Racemaster 275/60 (r)

#### THANKS

My wife Helen and kids Patrice and Peter; brother Nick Kollis; Kon Kollis at Kollis Automotive; Joe Leuzzi; Gary Michaels, GM Auto Electrical; Gary Watson (Mr XR GT)







**Holley**

Fuel Regs from \$153

**QUICK FUEL**  
TECHNOLOGY

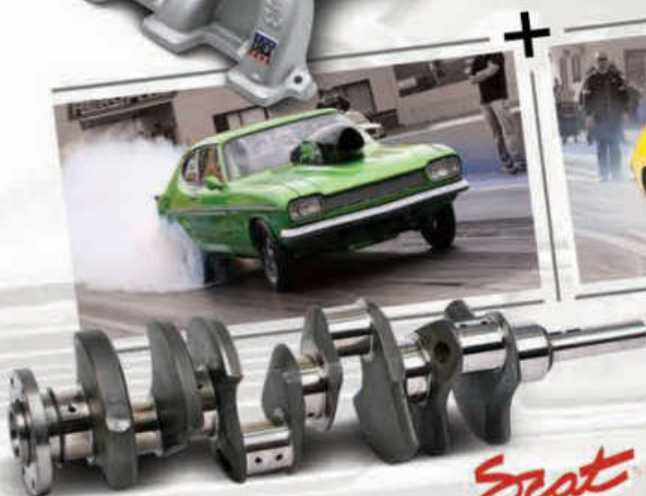
Carbs from \$434

**Edelbrock**

Manifolds from \$209



**SPEEDFLOW**



**Scat**  
Crankshafts



**MagnaFuel**

Fuel Pumps from \$616



**CRANE**  
Cams

Camshafts from \$175



**AEROFLOW**  
PERFORMANCE PRODUCTS

Rocker Covers from \$385



Tyres from \$193



**CENTER LINE**  
Forged WHEELS

Wheels from \$368



[www.speedpro.com.au](http://www.speedpro.com.au)

11 Airlie Avenue, Dandenong. Vic. 3175  
Ph: 03 9794 5177 Fax: 03 9793 1909







# GENERAL PRACTITIONERS



STORY ANDREW BROADLEY



PHOTOS KIRSTEN BROADLEY

**OVER 300 TORRYS AND A BUNCH OF COMMITTED ENTHUSIASTS  
TURNED OUT FOR TORANAFEST 2015, PROVING THAT WHEN YOU'RE HOT,  
YOU'RE HOT - EVEN IN THE RAIN**





**J**UST as the 28C GTR XU-1 of Peter Brock revelled in the wet conditions of the 1972 Hardie-Ferodo 500, Toranafest 2015 soldiered on in the face of some pretty miserable weather and ended up having a win.

Hosted by the Hunter Valley Torana Club, the weekend-long event had some serious pulling power, with a total of 339 Toranas in attendance, representing every Australian state and territory except the NT. A bunch of diehard Torry disciples from the Apple Isle even made the pilgrimage across the creek with their cars aboard the *Spirit of Tasmania*!

For me and my wife Kirsten, travelling to the 'Fest meant a much less daunting two-hour commute north from Sydney, but the fact that we were making the trip in her freshly completed LC Torana, MINTY, meant it would still be an adventure of sorts. We'd performed the obligatory pre-trip checks and ditched the 3.9:1 diff gears in favour of far more highway-friendly 3.08:1 jobbies, but the car was yet to leave the city limits under its own steam, and as we all know, road trips have a way of coaxing underlying bugs out of hiding at the most inopportune moments.

Past visits to Toranafest have left us with a real fondness for Newcastle and surrounds, so we decided to make a weekend of it and head up on the Friday before the event. We loaded the Torry up with camera gear, fuelled up and set off, leaving plenty of time to take the scenic route up the coast through Swansea, reel off a couple of

tough laps through Newy's CBD, and visit our mate Ryan at United Speed Shop at Waratah on the way.

Like the many hundreds of other Torry fans making the trek, we were particularly keen to hit up Toranafest this year. The world's premier Torana shindig was set to make a triumphant return in 2015 after the HVTC took a one-year hiatus from running it, and the club had made some wholesale changes – most notably shifting the epicentre of the event from Newcastle's foreshore district to the Maitland Showground. As event frontman Pete Morris explained, the new venue was better from a logistical perspective, and allowed greater scope for long-term growth.

"The foreshore was a really picturesque site, but with the railway now terminating at Hamilton and very limited car parking available, it makes it really hard for spectators and sponsors to get to the show," he said. "Maitland Council has welcomed us with open arms, and they already want to meet with a view to making the district the permanent home of Toranafest."

Most entrants crashed at the Motto Farm Motel in Heatherbrae for the duration of the event, and Saturday's cruise from the motel to historic Morpeth and back took in some great roads and some typically stunning Hunter Valley scenery. The townsfolk were out in droves, waving, smiling and taking photos as a seemingly endless array of Toranas rumbled through the streets like a multi-coloured freight train. The weather gods were kind to us during the cruise,

**FOR EVERY CONCOURS FACTORY MUSCLE CAR, THERE SEEMED TO BE A TOUGH STREETER, A BALLS-OUT COMPETITION WEAPON, AN ELITE-LEVEL SHOW CAR AND A WELL-WORN, DAILY-DRIVEN SURVIVOR**





Gary Spicer's 253i-powered LX is one of six Toranas and a massive 53 Holdens in his collection! The pride of the fleet is a genuine XU-1 with a strong 355ci stroker and four-speed manual



Brad Sullivan's Kryptonite Racing LX hatch has a rich and proud drag racing history. Now fully restored, updated and painted in Holden Atomic Green, the 14/71-blown 526ci-powered beast is almost ready to hit the strip again



Is the black, red and white of the Marlboro Holden Dealer Team the most iconic livery in Australian motorsport history?



Stephen Barrie's eight-throttle EFI 355-powered LX SS was among an impressive contingent of utter show-stoppers from the Canberra Torana Club



Wayne Hafemeister's LJ sedan runs a 4/71-blown 202 and is fully engineered in Queensland



If the number of L- and P-platers on Saturday's cruise was any indication, the future of the Torana dynasty is in safe hands



Harvey Atkins's killer 2TOUGH Chev-powered LX sedan was a show 'n' shine standout



**Tell us about your rig.**

Originally it was a Sunbird, so it had the four-cylinder. Now it's got a 253 in it with a cam and shit like that; nothing major. I recently got a T5 gearbox and a BorgWarner LSD diff put in. It's HQ stud pattern with some Hotwires, and that's pretty much it. I'm going to put flares and a front lip spoiler on at some point.

**You're a bit of a Ned Kelly fan by the looks of things!**

Big Ned Kelly fan! I've got the full body armour and all that; I've got Ned Kelly on my bonnet scoop, and a Ned Kelly gear-shifter.

**How long have you had the Torry?**

I've had it about two years. I'd had it about a month

when a P-plater did a U-turn in front of me and wrote it off. It was a repairable write-off and her insurance covered it. It's ratty and I plan on keeping it that way 'cause I drive it every day. I drive it to and from work.

**Is it your only car?**

No, but I've got to fix the other ones up. I've got an HJ Kingswood, a Brougham, an FX Holden and to throw a spanner in the works, an XJS V12 Jaguar. It's a bit of a shitter, but it gets the job done.

**That's a bit more 'Hunters Hill' than a Torana!**

Mate, [my neighbours] hate me! I leave for work at five in the morning and I've got no choke, so I have to sit there holding the throttle. I always get them ringing the cops on me!



Torana fans converged on Maitland from most Australian states and territories including Western Australia, Queensland, the ACT, Victoria and even Tassie



This stunning LJ featured a blow-through Vortech-supercharged 253



Sydneysider Nathan Clarke's LC packs a centrifugally blown, budget-built blow-through small-block and runs 10s on 13in tyres. That's a quick little street car in anyone's language



Peter Apap's genuine SL/R 5000 is absolutely stunning. The Mandarin Red paint is mostly original with touch-ups by Ground Level, and while the ProFlo-built early-headed Holden V8 looks bone-stock, it makes a healthy 300hp at the treads

COLIN AVNSLEY / BRISBANE, QLD / UC SL/T

**Here's a Torana we don't see too many of!** There were only 33 UC SL/Ts made, and it was a factory-sanctioned dealer option.

**What's the history of this particular example?**

I'm the second owner of the car and I know the first owner well. I've owned it for the past two years, and it's been sitting in a shed for the last 14 years.

**They were pretty strong performers in their day.** These were better than the AgX over the

standing quarter-mile. They run a Strata 2A turbo kit.

**Is this your first Toranafest?**

It's my first Toranafest with this car, and I'm enjoying it a lot; it's been terrific.

**Yours is probably one of the rarest Toranas here.**

It's good to be here and it's good for people to see this car. It's the only one I know of that even exists. It's a very unique car and very fast.







## STEVE HARVEY / ROCKINGHAM, WA / 1979 LX A9X 05 REPLICA

### You're a long way from home!

Yep, it was a six-day trip, but it's definitely been worth it having all these beautiful cars here. Getting to take Bev Brock in the car on the cruise today gave me goosebumps and it was a great tribute to [Brocky].

### You're obviously a big fan based on the mural on your hood scoop.

That was done by Stewart Parris in Perth, and it's had a lot of comments today. He did an awesome job.

### Tell us about the build.

I bought the car three years ago as a painted shell in the HDT colours. It only took me about four months to get it on the road because I was excited to get the car finished. I put all the Marlboro signage on it. It's a mild 308 with an M21 four-speed and a gin differential, with 10in Hotwires on the rear

and 8in Hotwires on the front, and a custom interior. It's been finished for two years now.

### Is this your first Toranafest?

It's my first Toranafest with the car. I flew to Newcastle in 2013 to view how good it was as I'd heard a lot of good comments. I decided to make this my year to bring the car over, and we're taking it to Bathurst afterwards to do a parade lap at the 1000.

### That's a great tatt!

I had a tattoo of Peter Brock's GTR XU-1 done when he passed away in 2006, and I was at the Mountain in 2012 for XU-1s On The Mountain and Harry Firth was there. I got him to sign my arm above the Torana, then went straight to the tattoo shop and got it tattooed. I showed him the next day and the look on his face was priceless!



Ronald was on hand to thank the Torana faithful for the \$100,000 Toranafest has raised for Ronald McDonald House over the years



Pete Glass's LJ was looking as flawless as ever



Robert Webster's LX was one of a number of Torries sporting LS power at Toranafest



## BRETT RUSSELL / CANBERRA, ACT / LX HATCH

### How long has the car been finished?

I've had it going on the street for two weeks now, so I'm going through the tiresome process of getting rid of the little gremlins and making things run right. I've put about 70 or 80km on it so far, and this is its first show.

### It seems like a pretty stout mechanical package.

It is. Essentially it's still the same engine [as it was before the rebuild]. The only difference is that I've put a twin-throttlebody injection sheet-metal manifold on it.

### Looks like it's built to go 'round corners, too.

It has a Magnum six-speed and a Strange aluminium gin in it. The suspension is all fully adjustable with heim joints

everywhere and holes to change pinion angles and sway-bar angles. It has coil-overs, and everything that's heavy has been replaced with aluminium. The car weighs just over 1350kg, and the full aluminium big-block weighs about as much as a 308. It goes around corners beautifully. It was legally engineered with the big-block in the 80s and I've kept it that way ever since. Every five years or so I just give it a colour change.

### You Canberra Torana Club guys have some pretty serious cars.

All it takes is one good car and everyone else wants to build a good car, so the bar in our club is set pretty damn high. There are about six or seven cars that didn't make it to this event, too. There's some beautiful cars in the club.





but the heavens opened in a big way that evening and the outlook for Sunday's show 'n' shine at Maitland was bleak.

It took until mid-morning on Sunday for the rain to hit, but when it did it hit hard. Entrants and spectators ran for cover, but the foul weather eventually dispersed and Toranafest resumed, business as usual.

A brilliant array of 1970s hues made the show a real sight to behold, and the amazing variety of cars meant there was something to appeal to punters of all persuasions. For every concours factory muscle car, there seemed to be a tough streeter, a balls-out competition weapon, an elite-level show car and a well-worn, daily-driven survivor. For a single-model car show, Toranafest is nothing if not inclusive.

It's also an event that has long maintained a strong social conscience, doing great things for deserving Hunter Valley charities. "This year we raised funds for Ronald McDonald House in Newcastle and Riding for the Disabled at Port Stephens. We also asked entrants and spectators to bring cans of dog food to donate to Dog Rescue Newcastle, who were blown away by the amount of support they received," Pete said.

You can always spot a famous face at Toranafest, too. Bev Brock has become a regular, and this year her son James was also in attendance. Motorsport legends such as Ron Harrop, Jim Richards, Ian Tate and Bruce Nowacki were on hand to sign autographs and regale those present with war stories from the heyday of the General's giant-killer.

"We take a lot of pride in Toranafest, and while I'm the spokesman, a lot of people put in a lot of effort to make it happen," Pete said. It's now been declared a biennial event, and while the exact arrangements are yet to be finalised, it's a safe bet that it'll be held on the third weekend of September 2017 in and around Maitland. If Toranas are your thing, you'll probably have a pretty beaut time.

I can tell you that the missus and I had already decided we'd be back by the time we rolled off the throttle at the southern end of the M1 Motorway on Sunday afternoon. We'd had a killer weekend and the little Torry had left us smiling, racking up over 500km without skipping a beat. Like I was ever worried! 🏁

## MOTORSPORT LEGENDS RON HARROP, JIM RICHARDS, IAN TATE AND BRUCE NOWACKI WERE ON HAND WITH WAR STORIES FROM THE HEYDAY OF THE GENERAL'S GIANT-KILLER





# GEELONG REVIVAL

MOTORING FESTIVAL  
WINGS – WHEELS – WATER



## NOV 27 ~ 29 2015

WATERFRONT GEELONG, VICTORIA  
[WWW.GEELONGREVIVAL.COM.AU](http://WWW.GEELONGREVIVAL.COM.AU)

**300 CLASSIC CARS + MOTORCYCLES RACING**  
**500 CLASSIC STREET + EXOTIC CARS + BIKES ON SHOW**  
**CLASSIC BOATS + VINTAGE AIRCRAFT FLYBYS**  
**2 DAY NATIONAL VINTAGE FASHION AWARDS • VINTAGE + CLASSIC CARAVAN DISPLAY**  
**LIVE MUSIC + DANCING DEMOS • VINTAGE FASHION MARKET**  
**RACING LEGENDS • MOTORCYCLE MECCA • TRADE SHOW • FREE MOVIES SATURDAY NIGHT**  
**FRIDAY NIGHT CITY CRUISE • TRADE SHOW AND EXPO • PIT LANE ENTRY • MILITARY VEHICLES**  
**FOOD TRUCKS + BARS • STUNTS + DEMONSTRATIONS • FREE KIDS ENTERTAINMENT**



RT Edgar

UNIQUECARS





# TECH TORQUE

STORY BORIS VISKOVIC & MARK MCCOY PHOTOS SM ARCHIVES

Last year's Drag Challenge winner Quentin Feast has no doubt that his rapid increase in performance – and subsequent decrease in ETs – is due to datalogging



PART ONE OF OUR LOOK AT WHAT DATALOGGING CAN DO FOR YOU

## JUST THE FACTS

> SOME REAL-WORLD EXAMPLES OF HOW DATALOGGING CAN TAKE THE GUESSWORK OUT OF TUNING

**L**AST month, we looked at how the datalogging functions of the Haltech ECU in Arby's WAR440 Valiant could tell us how its engine performed in last year's *Street Machine* Drag Challenge. This time around, we'll speak to a number of racers and tuners for their thoughts on what datalogging can do for you.

Mark McCoy is an applications engineer at MoTeC, and the tune-up man for 2014 Drag Challenge champion Quentin Feast and his eight-second turbo LS-powered Torana. Mark says there are still racers who are reluctant to use datalogging. "On the street/drag level, there's still an impression that there's a bit of witchcraft involved," he says. "Most guys are more comfortable with a carb and points than they are with a laptop – fair enough. But look at what's happening now: What's a fast street car? Fifteen years ago it was a carb'd big-block running 11s. These days we've got guys running in the sevens and eights."

Mark believes that without datalogging you're really just poking around in the dark. Hopefully the information presented here will prove you don't

need to have a high-tech car to take advantage of this kind of technology; datalogging is just as valid to use on your carb'd small-block V8 as it is for twin-turbo LS-powered monsters. Sure, you won't be able to adjust your mixtures with a few keystrokes on your laptop, but with the knowledge of what is actually happening in your motor, you'll be able to zero in on the best tune possible a lot faster, and without any of the guesswork.

And if you're still not convinced, this is what Mark has to say about the supposed 'black magic' around sensor technology: "Most sensors actually work the same as far as the electronics go. The majority of sensors are what we would call analogue – their voltage reading changes depending on the state of the device it is connected to. So a throttle position sensor, shock absorber position and G-force meter give the same sort of information – a varying voltage. It's only the ECU or datalogger that converts it to percentage throttle, millimetres of shock travel or Gs of acceleration."

Over the following pages Mark will take you through some real-world examples of the kind of information datalogging records.





ABOVE: With datalogging there are no excuses – it can even point out whether the driver is lifting or shifting early. Its greatest benefit though is picking up issues that could be early signs of a catastrophic failure. Many engines have been saved thanks to datalogging, which makes the expense easy to justify



## OVERLAYING RUNS

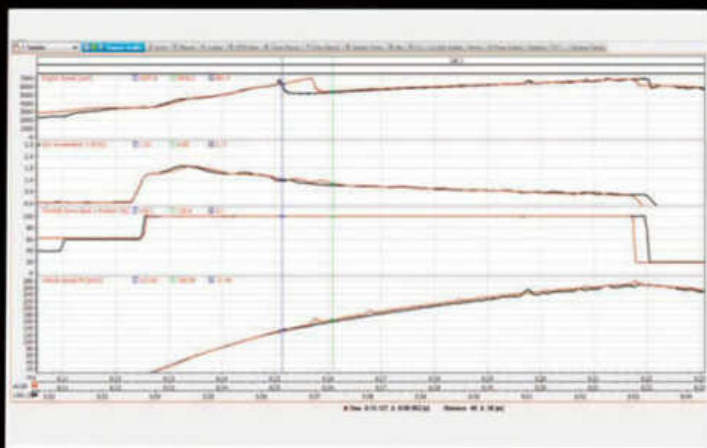
THIS graph shows an overlay of two runs of Quentin's Torana at Heathcote. The red trace shows an 8.72-second pass, and the black one is an 8.82-second pass. There were no changes to the tune between the two runs, but obviously one is slower.

You can see in the rpm overlay (top trace) that the biggest problem is that the driver shifted too early – 0.6 of a second early, to be exact – and it cost him one-tenth of a second at the end of the strip. The effect this has on G-force (second trace down) can be seen between the blue and green lines, with the red trace higher for nearly a second. Higher G-force means more acceleration.

The third trace down is throttle position, which shows that it wasn't the driver doing something stupid on the throttle that caused the slower time.

The bottom trace is the speed of the car, so you can see the difference in speed that the short shift gives – for two-thirds of the graph the well-shifted run (red trace) is ahead.

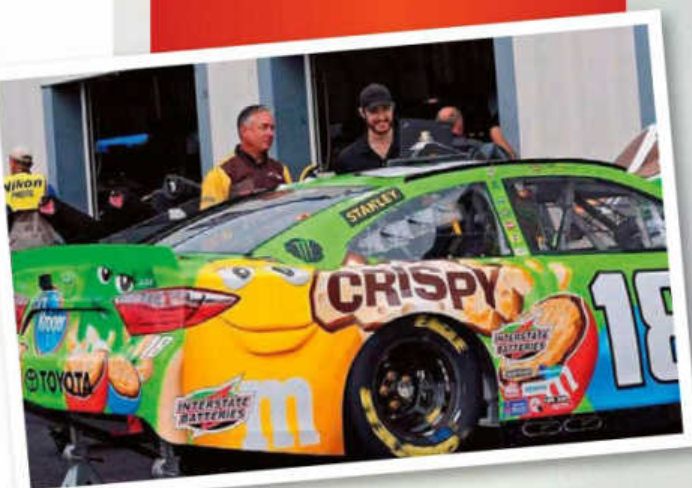
If these graphs failed to pinpoint the problem, you could search through the list of other channels you've logged and compare them until you found your answer. Maybe the driver did shift at the right time and a loss of boost was the issue, for example. The more parameters you log, the better chance you have of finding out why the car was slower.





# JON GROVE

TRACKSIDE SUPPORT ENGINEER,  
JOE GIBBS RACING  
DATALOGGER: MoTeC



I WISH I had datalogging on our old burnout car; we would have saved ourselves a few blow-ups and problems. We would have the car on the chassis dyno and everything would look fine; it took us a while to realise that the tuning was a fair way out at part-throttle – which is where we were most of the time on the burnout pad. On the pad, you're never really getting to full throttle and you're constantly at vacuum; you're never really loading it up.

It was always lean and we were hurting pistons and detonating, but didn't realise because it was rich at idle. So the moment we got off the burnout pad the plugs would be all fouled up. We thought it was rich and couldn't understand it, but if we'd had data we could have fixed it straight away. Fitting an O<sub>2</sub> sensor is not hard and most people have a general idea where it has to be. Yes, it can be expensive, but man, it can make life so much easier.

The other big benefit is that you can send information to people – like Mark McCoy – who can troubleshoot problems and save you a lot of trial and error. Mark also says people don't need to be afraid of sending information – they get really secretive about it. Don't send screen shots, send actual information. They're here to help you, they're not going to run off and tell everyone what the tune is.



## OIL PRESSURE – AVOIDING A CATASTROPHE

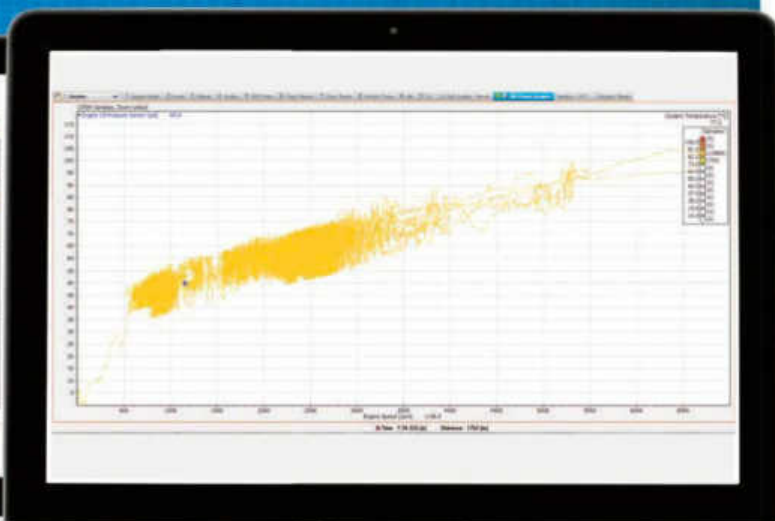
HERE are two examples of oil pressure readings from the same engine at the same temperature. The narrow one on the left is what the engine should be doing, while the wide one on the right was about the time we could hear a small knock in the car, and we weren't sure what was going on. While the oil pressure was at about the right level, it was 'noisy'.

Because we had many examples of what it should be, and we datalogged it at a high rate (more on logging rates in the next

caption), any change in how the oil pressure acted stood out like dog's balls, so we knew we had some sort of issue. We stopped straight away and put the car on the trailer.

When the engine was pulled down it had a big crack in the crank. If we had ignored the data and given it one more run we would have almost certainly destroyed the engine.

Plus, having the data negated all the 'expert' opinions we had around the track!







THESE two graphs show the same info in different ways. We always talk in logging rates, which is how many times per second you sample and record a channel. This is specified in Hertz (samples per second). We can see this in the graph on the right, which shows the same information as the left graph but represented as a series of dots. Each dot represents a sample point that was recorded.

Normally people look at the line version in the left graph, where the dots are all joined up so that it's easy to read. But don't be fooled by the line view, because it actually shows each dot (sample point) joined up by a straight line that doesn't necessarily reflect the actual values between the dots. We always flick between the dot view and the line view to get an idea of what is definitely a recorded sample point and what is just the straight line joining them. It can depend on what type of sensor you're looking at as to which view is best.

You can see on the manifold pressure trace at the bottom of the dot graph that the red trace was recorded at a slower rate compared to the green – there are far less dots in the red, meaning it's missing a lot of what went on during the run. When you don't

log something as fast as it is likely to change, you can miss important data, so it's always vital to match the logging rate to the channel you are looking at. For example, engine speed (top trace) in the dot graph almost looks like a line view – that's because it was logged at a very high rate (200Hz), so that we didn't miss anything important.

Most modern dataloggers will allow you to choose the logging rate to match the sensor. For example, if a parameter is likely to change slowly – engine coolant temperature for example – it's fine to log it at a slower rate (1 or 2Hz). For something like inlet temperature on a turbo engine, you might go up to 20Hz because it changes much faster. Engine rpm can change quite quickly so you want to log that at 100-200Hz. The same goes for wheel speeds, in order to see the quick bits of wheelspin you get over the bumps in certain lanes at certain strips.

Once the car is back in the pits, if you find you've logged a channel too slowly, that missing data is gone forever. On the other hand, if you have gone nuts and now have too much information for what you want to look at, the data analysis software will allow you to filter or average the data out a bit.

## SAMPLE FREQUENCY – HERTZ SO GOOD



**QUENTIN FEAST**

2014 STREET MACHINE DRAG  
CHALLENGE CHAMPION  
DATALOGGER: MoTeC

I WAS old-school carby, no data or any of that, and Mark comes from a high-tech background at MoTeC. Over a couple of bourbons – like blokes do – he says: "We should put injection on your car, a twin-turboed LS in it," and yeah, here we are.

We actually put the dash and some sensors in the car with the carby and went to the track in some filthy weather and we went four-tenths faster over five passes. We went one-tenth faster every run just from having the logging and knowing exactly what was going on and where to adjust the tune. The car PB'd every pass and everyone else was going slower. I couldn't race without it.

All I changed was jets to get the A/F ratio right. We were pretty fat about 12.2, so I leaned it out to 12.4 and it went 0.15sec quicker, so we knew we were going in the right direction. We just kept leaning it out and at 12.7 or 12.8 it did its PB. Then we leaned it out to 13.0 and it went slower. So, for my combo around 12.8 made the most horsepower.

It was just one day and all we had on the car was throttle position – because Mark wanted to know if I was being a girl and not holding the throttle – and that's what data does. It takes all the bullshit out and all the ego out and you know exactly what's going on. If you don't have data, you're just guessing.





## FUEL PRESSURE – HAMMER TIME

HERE'S a good example of seeing something you don't expect. This is an rpm, throttle and fuel pressure trace from a race car. The fuel pressure goes nuts when you back off the throttle, because the fuel, which was flowing at a great rate of knots, now has nowhere to go, and you effectively get water-hammer. Also notice how much it fluctuates when on power – this is not a mistake, it's what is actually happening. Remember, each fuel injector is like a tiny leak that opens and shuts multiple times a second, so the fuel pressure logically has to go up and down rapidly.

I would suggest, to get the total story on this, fuel pressure should be logged faster. A fuel pressure regulator will never keep up with those fluctuations, so a different design of fuel system may be needed to combat this effect if it becomes a problem. You just don't see this kind of thing on your oil-filled, shiny anodised dash meter!



### GEORGE SEPAROVICH

BLOWN MOTORSPORTS OWNER  
AND DRAG LEGEND  
DATALOGGER: RACEPAK

ON GARY Myers's car and STRUGLIN and a few other guys, they run individual port nozzles. Some cylinders run colder than others so I try and equal them all up. I also monitor fuel pressure, temperatures. On Bushy's car [*Justen Brown*] we've also got gearbox pressure, because doing burnouts with drag racing gearboxes that are only typically meant to be run for eight seconds under full load, you get a lot of pressure building up as you get on and off the throttle for long periods of time. What it does is push the converters against the rear main and blows the motors up!

After a burnout I'll have a look at the whole run. It will tell you rpm, boost, temperatures, oil pressure – there can't be any lying. For myself personally, it's more of an insurance policy. A lot of the burnout guys are running on adrenalin and will go out there and scream it to 9000rpm with no dry sumps. I had a GoPro on an oil pressure gauge in one car to see what it was doing and during the run it was losing oil pressure and had no oil pressure for 40 seconds! It seized the motor completely and threw rods.

So I'm covering my arse and tuning the cars with it as well. If they say to me: "It had oil pressure and it blew up," okay, we'll go back to the datalogger and have a look.

If I see a hot cylinder, or something that's getting hot, I'll pull the plug anyway and match it to the reading I'm getting off the datalogger.





# TERRY SENG

PARAMOUNT PERFORMANCE  
AND AUSTRALIA'S QUICKEST  
STREET CAR  
DATALOGGER: HOLLEY

DATALOGGING has done heaps for my VC. Its first-ever meeting it ran 9.40. Without changing anything – just from datalogging – the exact same car in eight passes went 8.90. From there it ran 8.60 – without changing anything still, just from the data and tuning it to suit.

We raced a couple of meetings like that where it was an 8.50 index. Then we made a few changes, like exhaust manifolds, but still the same engine combo and driveline, and in one meeting – where we tried to go fast – in five passes we went from 8.60 to 8.10. The next time I tried to go fast it went 7.97.

We lost a lot of our data and had to start from scratch with tune-ups. We did four passes and pretty much blew the tyres off it every pass. The previous best we'd ever gone in the 60-foot was 1.23. I really wanted to get into the 1.1s and we just looked at the data and made changes to the shocks and suspension, one pass at a time. Within 10 passes we were going 1.17 in the 60-foot. I don't think you'll find another radial car in the country that's gone 1.1s in the 60-foot, especially at 3300lb.

I've been tuning cars for about 16 years now at my shop, so I've always done some sort of data acquisition. These days, aftermarket ECUs and datalogging are that good that when I dyno vehicles I don't hook up half the stuff I used to, because it's all in there.

I've got customers that don't have datalogging and when they hurt an engine, deciphering what went wrong is a hell of a lot harder than if you have data. With data you generally know what went wrong before you pull it apart. You might have to spend \$10,000 on data for everything you need to make your car fast, but when you save one engine – because you see something going wrong before you hurt it – it's paid for itself.



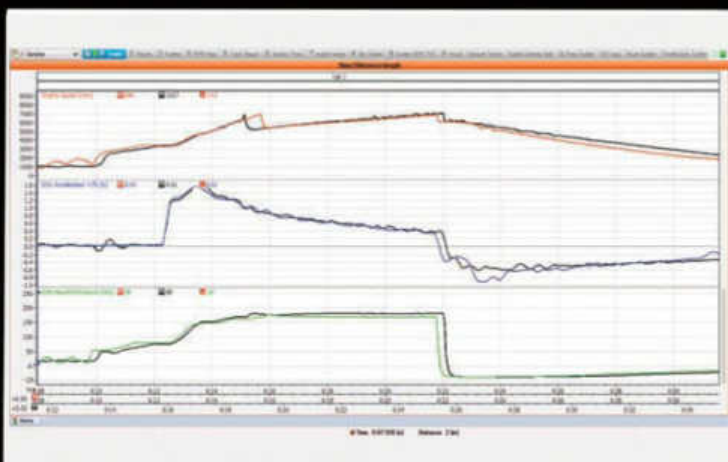
## ACCELERATION – USE THE G-FORCE

IN THIS one you can see overlays of a couple of runs with different boost. Overall the runs are fairly different; the telling factor is that we added more boost, but the G-force reading (second trace down) tells us that it didn't really make that much difference to the rate of the car's acceleration. So, was it really a gain or should we be looking at doing something else?

Many times I have set up cars with launch control and I will ask the driver to just go out and do a heap of launches any way they want to. I can then overlay all the launches and pick the best bits of each.

As far as the launch control goes, or even the boost control or maybe throttle map, I can 'Frankenstein' a number of good parts together to get the best bits of each. It can be a really good way of learning if you have the right boost or rpm but at the wrong time – maybe you need to bring it in earlier or later.

A G-force sensor is absolute gold in this instance, and in this day and age they are not expensive considering how much good info they give.





# CRAIG MOAR

VH CHARGER FEATURE CAR  
(SM, MAR '15)  
DATALOGGER: RACEPAK



CRAIG'S car is a little different from the others in that it still runs a carby – a gigantic SV1 single-barrel – and will be running copious amounts of nitrous as well.

"I'm logging O<sub>2</sub>, rpm, tailshaft speed, fuel and nitrous pressure. The carby is similar to tuning a Holley HP carburettor with the extra air bleeds and stuff like that. I have to tune it the old-school way by changing jets, but using the data I get from the O<sub>2</sub> sensors. At least with the data, every time I make a change I'll be able to see what the change did; I don't necessarily need to go to a dyno.

"I still like to use dynos as a tool, but the Racepak will do that as I run down the track. My ignition is an MSD Power Grid, which is computer-controlled and plugs into the Racepak. There is a lot of adjustability in that, and I'm just scratching the surface as to what it can do. The Racepak logs the ignition map as well as all the other sensors.


"I've got the same logger that the Doorslammers use. You can even plug a GoPro into it and sync the footage with the data, and take footage from a start-line camera and sync that.

"I was unsure about putting it on my car but I got talked into it by the guys at ITP Race Cars. I asked if my car was at that level, and they just said: 'Dude, you've got a race car.' Anyone who has a race car without having some sort of logger on it is wasting their time. If something's not quite right, you're not going to know."

## LAMBDA SENSORS – THEY SHOULDN'T BE GREEK TO YOU

THE left graph here shows the rpm at the top and the lambda sensors (air/fuel ratios) at the bottom. The green line at the bottom is the mixture aim – what you actually want. This is just a channel the ECU datalogs so you always have a reference as to where the mixtures should be. The aim mixture is usually known from experience or actual testing on the dyno as to what is best. If the actual mixture (as shown by the sensors) deviates from the green line – it's richer in this case – it means you are not at your optimal mixture and something should be done.

The right graph shows that the mixtures have been adjusted, although there is a little bit of a rich spot at 4000-4500rpm that should be fixed. You will also notice that there is some lambda-bounce on the gear change. You probably won't smooth that out completely; the engine is being forced to a lower rpm extremely quickly.

You will also notice the jagged nature of the lambda traces; we have them logged at 50 times a second, so you can see the kind of pulsing you get in the exhaust system. 





# Muscle Car Parts Australia



**GUARDS, BUMPERS,  
PANELS, RUBBERS**

**EH-EJ, HK-HG, HQ,  
TORANA LC-LJ, LH-LX**

**HOLDEN**



**HOLDEN TORANA**



**HOLDEN MONARO**



**DATSUN**



**FORD GT**



**MAZDA**

**Reproduction Panels,  
Parts, Glass, Rubbers,  
and Mouldings  
for:**

- Ford
- Mustang
- Firebird
- GTO
- Mazda
- Holden
- Camaro
- Chevelle
- Impala
- Datsun
- 48-56 Chev Pickup



**CAMARO**



**CHEVELLE**



**MUSTANG**

**Find us on  
Facebook**



[facebook.com/musclecarpartsaustralia](https://facebook.com/musclecarpartsaustralia)

Visit Our Sydney Showroom:  
26 Regent Crescent, Moorebank NSW 2170  
Phone: 02 9821 2229 Fax: 02 9821 2202  
Web Site: [www.allmusclecarparts.com.au](http://www.allmusclecarparts.com.au)  
Email: [sales@allmusclecarparts.com.au](mailto:sales@allmusclecarparts.com.au)

**WE HAVE A LARGE RANGE, CALL  
US TO CHECK IF WE HAVE YOUR  
PARTS, NEW PARTS ADDED DAILY**





# DIRTY STUFF

WILLIAM PARKER

SOMETIMES, otherwise smart blokes seem to run short on mechanical savvy, and make stupid decisions that inevitably get to bite them on the bum. I'm talking about the characters who simply don't have an instinctive understanding about how modified car stuff works, even though they know enough to work with spanners and do basics on engines and transmissions. They often end up with ongoing disasters that could have been easily avoided.

One of these was a guy who decided to build a moderate street machine out of his uncle's FE Holden, which had passed into his care when the old bloke died. Not a high-mileage car, it had been sitting under four layers of blankets inside a sealed shed for years.

So the young bloke dropped in a new battery, got the sideplate grey to fire, and drove the Holden home to rip out the engine and 'box. The plan was to install a 179 red six and four-speed Opel transmission that had come from a mate's wrecked humpy – a good deal, as the mill had been bored to 192 cubes, fitted with Starfire-four conrods, a Yella Terra head, three-quarter mechanical cam spun by an alloy gear and triple inch-and-three-quarter SU carbs on a Redline manifold. It was still in good nick, and the Opel was also okay after the bingle.

A couple of the bloke's mates got involved in the transplant and it didn't chew up too many hours before the new mill made noise and smoke. So they shared a few small bottles of lunatic soup to celebrate and talked about new mags with fat tyres, as the ones on the FE were totally rock-hard with age.

So the FE finally cleared through the rego tests okay and it was right for the road. The first long drive was a car club cruise. They were four-up in the worked FE when the fire went out of the engine. They had to coast to the side of the highway and lift the lid – to discover that there was nothing abnormal to see. A couple of the



and the mongrel six laughed and consented to fire up and run like normal.

They couldn't figure out why they were getting these intermittent stoppages, so at the next off-ramp, they turned the FE towards home, and after the transplanted engine died on them three more times before arriving at its shed, they called in an expert to diagnose the situation.

That's when I got involved. The team had done a really good job of fitting in their new red six, a floor shift for the Opel tranny and a bigger alloy radiator to keep the motivator mill

engine never went over three grand on the tacho all though their aborted cruise, so the cause for the stop-start happenings had to be somewhere else.

I still was thinking fuel, so I went to lift the lids on the separate float bowls of the carbs, figuring that with an old car that had been stored for years maybe grot was being pulled through from a rusty steel tank. But when I lifted the round brass floats out with a couple of small screwdrivers, there was nothing to see. And the big clear plastic in-line fuel filter still looked like

## A COUPLE OF THE GUYS KICKED THE TYRES; ANOTHER BLOKE CHECKED FOR ZAPS AT THE SPARKPLUGS AND YES, THERE WERE PLENTY ENOUGH TO BITE HIM

guys kicked the tyres in frustration, somebody fiddled with the wiring and another bloke who knew a bit checked for zaps at the sparkplugs and yes, there were plenty enough to bite him. There was a bit of a mix-up when he was refitting a lead and the driver hit the key too early, zapping the guy again. But suddenly, the 192 burst into song. Nobody could figure out why this was so, and the decision was to get in and drive to see if this nonsense was going to happen again.

And it did. Twelve kays along that road, the fire went out again. Lifted the lid, nothing was wrong, waited for 10 minutes before hitting the starter

cool. Everything involved with the Bosch-based ignition system was okay – even if they hadn't traded the old contact-breaker system for a full electronic – the heat range of the new sparkplugs was pretty much on the mark, the basic extractor-pipe exhaust system didn't have any potatoes up inside the chrome end, and the small SU pusher electric fuel pump inside the boot was clicking away like normal.

I told them that there wasn't enough grunt in this to feed three large carburettors when the revs got up, because it would be flat-out pumping 20 litres an hour. But they said their

new. But there had to be something.

Then I noticed that the hex-head brass barrel nuts that hold down the float chamber lids had been rough-cut at their ends to make them shorter, and I asked why this was so. Oh, they were holding down these long steel pipe things and we thought they were ugly, so we took them off and cut down the nuts. Mates, I said, they were breather pipes so that the float bowls wouldn't get air locks – you get rid of them and you slow down your fuel pump refilling bit, and that's why you kept running out of unleaded on the highway! ■



## THE MECHANIC'S CHOICE!

Metal Working	Sheet Metal Fabrication	Wood Working	Cutting Tools	Machine Tool Accessories	Measuring Equipment	Workshop Equipment	Lifting Handling	School & Tafe Equipment
---------------	-------------------------	--------------	---------------	--------------------------	---------------------	--------------------	------------------	-------------------------

### MKP-2 Mobile Knee Pads

- 6 x oil resistant swivel wheels
- Durable high impact plastic frame
- Built-in tool storage tray
- 113kg load capacity



Order Code: A3615

**\$38.50**

### GSP-795 Pneumatic Round Stool

- 675-795 seat height
- Ø360mm padded leather seat
- 360° seat rotation



Order Code: A359

**\$110**

### TCS-3 - Tool Storage Cabinet & Seat

- 406mm seat height
- 3 x drawers with ball bearing slides
- 420 x 235mm padded seat
- 2 x magnetic side trays
- 360° swivel wheels



Order Code: A001

**\$99**

**FREE!**  
BOOK WITH PURCHASE!  
SIMPLY USE THE UNIQUE CODE

Conditions:  
• 1 x Free Book per Customer.  
• Offer only valid with these advertised items.

**VALUE \$39**  
L345

Handy Workshop Tips & Techniques

### MCW-40H - Mechanics Creeper - Tilting Head Rest

- 3 position head rest
- 6 swivel wheels
- Fabricated steel frame
- 1020 x 440 x 110mm

Order Code: A005

**\$55**



### MCW-47C 2 in 1 Mechanic's Creeper & Seat Combination

- Quick & easy conversion
- 150kg load capacity
- 6 swivel wheels
- Fabricated steel frame
- 1200 x 450 x 130mm

Order Code: A006

**\$88**



### STT-4W - Service Tool Tray

- 740 x 510 x 20mm top tray
- 860-1200mm adjust. tray height
- 34kg tray load capacity
- Padded vertical support

Order Code: T758

**\$148.50**



### TUC-300V - Swivel Crane - Truck or Ute

- 300kg load capacity
- 360° working angle
- Safety hook
- 12V DC motor

Order Code: A356

**\$594**



### ETT-1D Steel Engine Tear Down Table

- 1220 x 710 x 970mm
- Fluid collection pan
- Lockable drawer
- Adjustable shelf

Order Code: A385

**\$363**

**TIP**  
HAFCO TOOLS & EQUIPMENT  
THE MECHANIC'S CHOICE  
EVERY TIME!

- JAMES  
Staff Member



### SDC-5D - Steel Service Cart

- 870 x 560 x 1085mm
- 320kg total load capacity
- Key lockable system
- 5 drawers with ball bearing slides
- 4 wheels (2 with swivel & brake)

Order Code: T756

**\$418**

### TCH-6D + TRC-7D - Trade Series Tool Chest & Roller Cabinet Package

- Ball bearing slides
- Protective drawer liners
- Key lockable

**TCH-6D**

- 6 drawer tool chest
- 670 x 310 x 375mm

**TRC-7D**

- 7 drawer roller cabinet
- 685 x 470 x 1000mm

Order Code: K006

**\$605**



**BECOME A MACHINERYHOUSE MALE**  
www.machineryhouse.com.au/signup

- ✓ PAPERLESS WARRANTY
- ✓ TRACK YOUR ORDERS
- ✓ EXCLUSIVE OFFERS
- ✓ LATEST RELEASES

- ✓ ONLINE PROMOS
- ✓ CLICK & COLLECT
- ✓ COMPETITIONS
- ✓ NEWSLETTERS

**\$20 \$50 \$100 \$50**  
**\$70 FREE**  
DISCOUNT VOUCHERS

UNIQUE PROMO CODE

**STM16**

ONLINE OR INSTORE!

VIEW AND PURCHASE THESE ITEMS ONLINE AT  
[www.machineryhouse.com.au/STM16](http://www.machineryhouse.com.au/STM16)

SYDNEY  
(02) 9890 9111  
1/2 Windsor Rd,  
Northmead

BRISBANE  
(07) 3274 4222  
625 Boundary Rd,  
Coopers Plains

MELBOURNE  
(03) 9212 4422  
1 Fowler Rd,  
Dandenong

PERTH  
(08) 9373 9999  
41-43 Abernethy Rd,  
Belmont



# ***Street* MACHINE**

**Goes where you go!**



Digital subscriptions now available for Apple iPad.

**1 ISSUE**

**\$4.99**

**6 ISSUES**

**\$24.99**

**12 ISSUES**

**\$44.99**

**SUBSCRIBE TODAY**

Visit [www.magshop.com.au/STMdigital](http://www.magshop.com.au/STMdigital)





# WILD AT HEART

VICTOR BRAY

**T**HERE is still a lot happening out there between ANDRA and the three tracks. Perth Motorplex, Sydney Dragway and Willowbank Raceway have announced they are going to run their own series under the 400 Thunder banner. The series is about the race tracks taking it upon themselves to promote Group One, with ANDRA in charge of rules and regulations, and in my view that is a positive move.

Everyone is so distrustful of what is going on because of what has happened in the past. We have had pretty rough treatment from the track representatives over the years, but they are all different people there now, so you have to give them a fair crack at it.

The tracks have been suffering financially, so it's in their best interests to build the sport. If you go back 10 years ago, there was a lot of money floating around with the promise of new tracks, and everyone wanted to get their fingers in the pie. A lot has changed since then, but the tracks sound positive about building the sport and making it more viable.

I don't like politics – particularly the deep-shit politics that is going on at the moment between the tracks and ANDRA. I thought things were solved and that they had an agreement, but it seems there are still differences and ANDRA has pulled out of it. I believe the only way they can both survive successfully is to work together.

The thing is, the three big race tracks have the power. People say they are just exerting their power, but that's just it – they do have the power. The problem for ANDRA is that the tracks will just go on their merry way and run events. If ANDRA don't want to be part of it then they won't, and they don't have to be. I just hope both

parties can work it out, because it has turned into such a big shitfight that really neither side can win.

I can see the sportsman guys are concerned, but I think their futures are going to be better, because if Group One is strong then sportsman racing is strong.

I think the name 400 Thunder works. It sounds like a red hot crack at marketing and does have some meaning to the general public. It may not have specific meaning to the drag racing diehards, but 400 metres is what we race over and 'thunder' is what is associated with Top Fuel. Time will tell if it's acceptable to the public; it may be a hard sell, but it is up to the racers, teams and promoters to get them used to it.


I haven't looked into the Fox Sports TV deal and I'm not an expert in that field. I watch Foxtel, but not all people have it. I just hope they put as much effort into the filming and the graphics of drag racing as they do with the V8 Supercars, because they do a really good job.

I see the turbo guys are still trying to coax the Doorslammer class into racing against them. The problem is, we have been around for 20 or 30 years and have a rulebook that relates to our class, so if you want to race Top Doorslammer then build a car that fits it. Don't build something else and then come and try to change the rules.

I think the turbo guys should be given the opportunity to build a class of their own like we did. Back in 1995 at the Nationals, George Glasby and I stepped out of line with what ANDRA wanted us to do. They said if you do a demonstration run as Top Doorslammer, you will be disqualified. Well, we did the run, we got disqualified, but that was the beginning of

Top Doorslammer. We had stuck up for what we believed in. I regret missing the Nationals in front of my new sponsor at the time, Castrol, but I don't regret that the next year we had Doorslammer as a Group One class.

Paul Mouhayet has proven to be a fantastic driver – the fastest in the world at 274mph in a turbo car – and has been making a lot of noise about wanting to enter Doorslammer. But the differences in the rules are just too great. Turbo cars have a whole different driving methodology to blown cars. Once the turbo cars have staged with their electric 'bump boxes' and let go of the button, all they have to do is steer the car down the track. I am not saying that part is any easier than a blown car, but the staging process, swap of the feet and shift points are an incredibly important part of a successful blown Doorslammer pass. All those processes are computer-controlled in a turbo car. We had a vote amongst the Doorslammer guys not too long ago and it was 23 against and two in favour of letting the turbo cars in. The Doorslammer guys don't want them.

Finally, let me tip my hat to Santo Rapisarda, who looks like he is going to run three or four Top Fuel cars this season. I have run three cars before, and they were just in Alcohol and a pair of Doorslammers. It drove me absolutely mad. He is lucky to have his boys, Santo Jr and Santino, and a great team around him to make it all happen. That's why he can get away with doing what he's doing, because not too many guys in this world can run four Top Fuel cars, apart from Santo, John Force and Don Schumacher. Santo is a massive part of the sport – always has been – and I wish him all the best for the 2015-16 season. 

**I TIP MY HAT TO SANTO RAPISARDA, WHO IS GOING TO RUN THREE OR FOUR TOP FUEL CARS THIS SEASON. I HAVE RUN THREE CARS BEFORE AND IT DROVE ME ABSOLUTELY MAD**







# URBAN WARFARE

MARK ARBLASTER



PHOTOS DANIEL WARD & STEVE KELLY



## SPRINGING INTO ACTION

**> GAZZARD BROS RACING'S CUSTOM SUSPENSION PRODUCTS HAVE HELPED TAKE THEIR HG INTO THE SEVEN-SECOND ZONE**

**I**F YOU follow the APSA racing, you would have no doubt heard of the Toowoomba-based Gazzard Brothers Racing and their seven-second HG Holden. You may also know about the incredible work they do with shocks, enabling small-tyre radial cars to explode off the line, which has led to a burgeoning export business to the US.

The brothers in question are actually called Scott and Paul Cortina – so where did the 'Gazzard' come from? "It's a reference to *Running On Empty*," Scott says. "Years ago three of us used to cruise around in a genuine XY GT, when the movie was still very popular, so someone called us the Gazzard brothers. We really didn't want to be known as 'three apes with Jacko doing the wheel work'; it was anything but complimentary. In fact I used to fire right up over it."

"The name gradually faded away and we started doing work on some pretty nice cars. One day, years later, a bloke was quizzed about who was doing the work on his car and he said the Gazzard brothers. Bloody hell, it stuck, and was plastered everywhere! So we started using it. I even got it tattooed on my arm!"

After fixing everyone else's cars for a number of years, the 'Gazzard' boys decided to build a car of their own. "We had an HT ute out the back and we sent it off to Warwick for paint and panel," Scott explains. "The beater cut the bloody floor out of it and said he would do a fabricated floor. We didn't want that. We wanted a 10-second car that we could cruise. So we dragged the HG parts car from out the back of the shed instead and started hunting around for bits."

Scott saw an ad for a new big-block Chev and stroker kit and started there. A mate then decided he wanted to build a blown combination, so they swapped the new stuff for his 555ci engine. Not long after, a better set of heads came along.

Meanwhile, Kyle from 6Boost – another success story from Toowoomba – made a nice set of pipes for the combination and fitted a rollcage and a bunch of other fabricated parts to the car. He continues to work with the lads on a number of projects.

"We got the 555 on the dyno and it made 760hp and 710ft-lb on pump gas," Scott recalls. "Dwayne at TCE built us a converter that we could use for the street, but with the option of adding some spray if we wanted to. The car only ran a 9.60 with the tight converter and 3.5:1 gears, so we figured we should get a bit of nitrous happening."





ABOVE: That is Paul on the left and Scott on the right. A couple of Queensland's finest!

Scott's HG is one hell of a ride, having raced and won in X275, Outlaw Radial and Modified Street Blown. There aren't too many cars that have done that!

"Once we added the nitrous it was a whole different deal. It ran an 8.80 on our second pass with a 275-shot. It wasn't long before we maxed out the 450 nitrous shot and got the car to run into the 8.5s.

"When the first twin-turbo 275 car ran 7.90 in Sydney, we made the decision to really step it up."

The engine combo the HG now runs is not too different from what they started with: a Big M block and 565ci, with a Callies crank, Oliver rods and custom Diamond pistons. Heads are Brodix CNC-ported Head Hunters, bought from fellow Queensland racer Stuart Henry. The heads are perfect for a nitrous application, and Scott and Paul still run the PKRE nitrous kit with an AED 1150 Dominator carb on an Edelbrock 598 Victor manifold.

"We have been running a Powerglide in the car for three years now, with the same converter we started with," Scott says. "Our Racepak Sportsman datalogger has picked up that we have just six per cent slip, which is good."

The factory springs have now been replaced with a set of Gazzard Brothers custom-made split leaves. They built the springs out of 5510 steel, so they could keep the narrow factory spring box on the chassis.

The boys had been messing with the front and rear shocks at every meet, pulling them apart to build their own valving to try and overcome a range of issues, from huge wheelstands to blowing the tyres off.

"Running fast on a small tyre is all about shock absorber control and power management," Scott explains. "The real work has gone into the

## > ARBY CHAT

### MUMBO FOR DEEGAN

GOULBURN, NSW racer Chris Deegan is stepping up in Pro Street, ditching the small-block Chev from his Torana in favour of the combo that ran so successfully in Steve Sarkis's 10.5 Pontiac: a 540ci KB Oldsmobile that has previously run 6.48@219mph. The Olds combo includes a carbonfibre hat, 16/71 supercharger, MSD Pro Mag, complete fuel system and recently freshened bottom end. While this deal would certainly have the goods to put Deegan's Torana in the sixes, a bit less tune would see it as a 7.50 contender all day, every day.

The car is currently at Street Car Fabrications for a bunch of work, including notched rails, new pipes, front and rear engine plates, fuel tanks, breather cans and a braced rear-end housing. It currently runs a two-speed Powerglide, but rumour has it this will be upgraded to a two-speed TH400.

### DYNAMITE ON WHEELS

NEWCASTLE'S Jeremy Martin has a new combo in his VB Commodore, replacing the single-turbo big-block Chev that ran a best of 6.90@204mph. It's one of Pro Line's killer 481X deals, fitted with twin 98 Pro Mod turbos. The VB is now a full-chassis tube car, thanks to work by Street Car Fabrications, and with the new engine it will make in the vicinity of 3000-3500hp.

This is set to be one of the most exciting and toughest cars to hit the 2016 season.

### HATCH A PLAN

PAUL Todarello's stunning LX hatch that debuted at MotorEx in 2014 is getting closer to making a track appearance. We have been dying to see this bullet strut its stuff, but Paul has been busy getting married and settling into a new house.

The 557-cube big-block Chev with a pair of 82mm lungs promises to be good for sixes once Paul Sant from ProFlo Performance finishes the wiring, new transmission, tailshaft and diff centre. Hurry up Mr Sant – we wanna see this thing go!







## WHAT YOU NEED IS A SHOCK YOU CAN HIT HARD OUT OF THE HOLE BUT THEN HAS SMOOTH CONTROL AS THE CAR BUILDS UP SPEED

rear suspension. We started with AFCO shocks and a 90/10 front, but most of the set-up work has been in revalving these. At that stage the car was running 1.31 in the 60ft, so we bought a shock absorber dyno. We have probably spent \$20K on shocks and the dyno to get things right."

Eventually the boys got the shocks sorted and the car has run a staggering 7.70@178.90mph on a 1.17sec 60ft. That is hauling!

Scott says they've never been tempted to change to electric shocks. "It's our goal to build a shock that all racers can afford for half the cost of electric shocks. In principle what you need is a shock you can hit hard out of the hole but then has smooth control as the car builds up speed, so it doesn't ratchet as you go down the track."

"A lot of shock gurus will say that you need different shocks for four-link, ladder-bar and leaf-spring cars. The reality is that they are not different in principle. All shocks are created equal and it's a matter of finding the sweet spot where the valving needs to be set. In any case, we are

not interested in building springs, roll bars or shocks for ladder-bar or four-link cars. We want to focus on small-tyre radial cars."

So what does the future hold for Gazzard Brothers Racing?

"We are going to put the car on a diet," Scott says. "At the moment it weighs 3500lb with me behind the wheel."

"In relation to our products, it is just out of control for us at the moment – we're exhausted, as we still both work day jobs. We are currently discussing dealerships with a number of people in the USA, but we want to get the local products ironed out first; there is nothing worse than a product that doesn't fit and we don't want that to ever happen here."

"At the moment we are really focused on building shocks, so that no matter what your application we can supply a shock that will be perfect for your needs. Like anything with racing, you need to buy the best straight-up or you will certainly buy twice, as so many of us have." ■■■



## > CALENDAR

### WILLOWBANK

14 NOV Test & Tune  
20 NOV Test & Tune  
21 NOV Qld Drag Racing Championships  
25 NOV Test & Tune  
28 NOV Test & Tune  
04 DEC Test & Tune  
05 DEC Test & Tune  
09 DEC Test & Tune  
12 DEC Test & Tune  
16 DEC Test & Tune  
[www.willowbankraceway.com.au](http://www.willowbankraceway.com.au)  
Phone (07) 5461 5461

### SYDNEY DRAGWAY

14 NOV Championship Series  
18 NOV Race 4 Real  
20 NOV Full Throttle Friday  
21 NOV APSA Shootout Final  
25 NOV Race 4 Real  
02 DEC Race 4 Real  
09 DEC Race 4 Real  
12 DEC Aeroflow Triple Challenge  
16 DEC Race 4 Real  
[www.wsid.com.au](http://www.wsid.com.au)  
Phone (02) 9421 0700

### CALDER PARK

13 NOV ANDRA Fast Friday  
14-15 NOV Vicdrift  
27 NOV ANDRA Fast Friday  
28 NOV Fastrack Racing  
29 NOV ANDRA Test n Tune  
05-06 DEC Drift Challenge Australia  
[www.calderpark.com.au](http://www.calderpark.com.au)

### PERTH MOTORPLEX

14 NOV WA Drag Racing Championships  
28 NOV Burnout Blitz  
04-05 DEC Nitro Slam  
13 DEC Perth Speed Fest  
[www.motorplex.com.au](http://www.motorplex.com.au)

### PALMYRA DRAGWAY

13 NOV Keep Speed Off The Streets  
14 NOV Championships Round 9  
[www.palmyradragway.com.au](http://www.palmyradragway.com.au)  
Phone 0400 592 893

### BENARABY RACEWAY

20 NOV Off Street Meet  
21 NOV CQDRA Championship  
[www.benarabyraceway.com](http://www.benarabyraceway.com)

### HEATHCOTE RACEWAY

13 NOV Test & Tune  
14 NOV All Performance Challenge  
21 NOV Harley Central Drag Challenge  
04 DEC Test & Tune  
05 DEC Mopar Nationals  
[www.heathcoteraceway.com.au](http://www.heathcoteraceway.com.au)

### IRONBARK RACEWAY

28 NOV Old School Heads-up Racing  
[www.swdra.hwy54.com.au](http://www.swdra.hwy54.com.au)



Chris Willett's HT Kingswood

Photo: Ricky Rigutto Photography





**BARE METAL**  
Protection  
**EASY PHOS**

POLY-PHOSPHATE  
METAL TREATMENT

**SEALS:**  
RAW STEEL & ALLOY

**PREVENTS:**  
SURFACE RUST

**PROMOTES:**  
PAINT ADHESION



Spend over \$200  
to receive a  
**FREE TSHIRT!**  
while stocks last

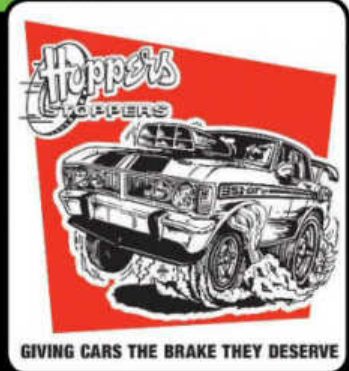
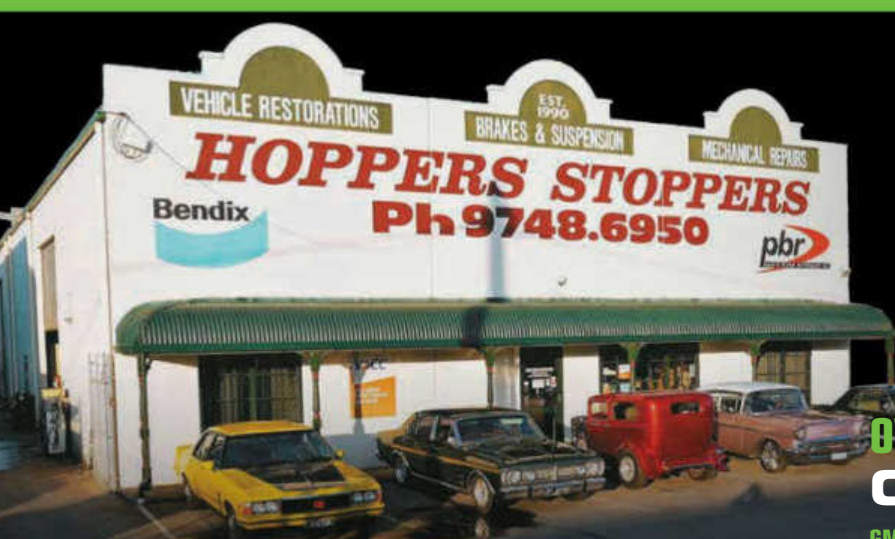


**EASY PHOS**

Available in 20L, 5L &  
300gram Aerosols

1300 353 655 | [oxytech.com.au](http://oxytech.com.au)

NOW CELEBRATING 25 YEARS OF BUSINESS



- COMPLETE PACKAGES INCLUDING CUSTOM! ✓
- NEW STYLE REAR UPGRADES ✓
- NEW ELECTRIC VACUUM PUMPS AVAILABLE ✓

# HOPPER STOPPERS BRAKE UPGRADES

AUSTRALIA'S **NO #1** BRAKE SPECIALISTS FOR STREET MACHINE  
& STREET ROD BRAKE KITS & PARTS

OVER 250 DESIGNS AVAILABLE  
**CALL US**

- |   |  |   |
|---|--|---|
| <p><b>GM:</b></p> <ul style="list-style-type: none"> <li>▶ Holden HR to WB</li> <li>▶ Commodore</li> <li>▶ Torana LC to UC</li> <li>▶ Gemini</li> <li>▶ Chevy 55 to 70</li> <li>▶ Camaro 67 - 70</li> <li>▶ Cadillac 52 - 70</li> </ul> <p><b>MAZDA:</b></p> <ul style="list-style-type: none"> <li>▶ Mazda RX 2/3/4/7</li> </ul> | <p><b>CHRYSLER:</b></p> <ul style="list-style-type: none"> <li>▶ Valiant</li> <li>▶ Dodge</li> <li>▶ Plymouth</li> <li>▶ Centura</li> <li>▶ Sigma</li> </ul> <p><b>JAGUAR:</b></p> <ul style="list-style-type: none"> <li>▶ Jaguar XJ6 Inset</li> </ul> <p><b>TOYOTA:</b></p> <ul style="list-style-type: none"> <li>▶ Corolla Crown</li> <li>▶ Hilux</li> </ul> | <p><b>FORD:</b></p> <ul style="list-style-type: none"> <li>▶ Falcon XK - XF</li> <li>▶ Cortina Capri</li> <li>▶ Escort</li> <li>▶ Mustang</li> <li>▶ Customline</li> <li>▶ USA Full Size</li> </ul> <p><b>STREET RODS<br/>REAR UPGRADES</b></p> |
|---|--|---|

SEE THEM  
ALL ON  
OUR  
WEBSITE!



HOW GOOD IS THIS? CALL FOR DETAILS! **HOPPER STOPPERS** 9 Nevada Crt, Hoppers Crossing, VIC. 3029

**T:** (03) 9748 6950 **F:** (03) 9748 5965 **W:** [www.hoppers.com.au](http://www.hoppers.com.au) **E:** [hopstop@hoppers.com.au](mailto:hopstop@hoppers.com.au)





It's as easy as  
List. **Sell.** Sold!

Selling has never been easier. Reach the widest audience **online** and in **print**.



Maximum exposure  
online, in print  
and across all  
mobile devices

*"I have been using Unique Cars  
on and off for years. I have found  
the service great and the readers  
are genuine buyers.*

*I recently sold my prized Mustang  
with Unique Cars and I can be assured  
she has gone to a good home.  
I will definitely be advertising  
in Unique Cars again"*

**Michael. Queensland.**



Find out how. Visit [www.tradeuniquecars.com.au/sell](http://www.tradeuniquecars.com.au/sell) or call **1300 362 272**

Private advertisers only.



# APSA TOP 10 LISTS

TO GET on the Australian Pro Street Association Top 10 lists fax your time card to Simon Kryger on (02) 9651 4041. See [www.austprostassc.com.au](http://www.austprostassc.com.au).

## PRO STREET BLOWN

<b>D Luppino/G Forster</b>	<b>6.69/219.51</b>
Peter Pisalidis	6.83/208.81
Craig Hewitt	6.87/202.03
Steve Athans	6.96/190.08
Karl Wicht	7.26/189.55
Tommy Raikko	7.30/198.82
Paolo Todarello	7.51/186.95
Michael McGrath	7.55/182.01
Nathan Hagenson	7.83/181.57
Adam Smolders	7.90/171.40

## PRO STREET UNBLOWN

<b>J Somma/T Papadopoulos</b>	<b>7.93/168.24</b>
Tony Nicolaci	8.01/168.70
Geoff Campbell-Brown	8.10/166.68
Andrew Milford	8.25/163.41
N Dalipi/C Brewer	8.30/162.65
Barry Hall	8.39/160.18
Paul Beauchamp	8.30/156.75
Chris Stevermuer	8.48/158.91
Darren Edwards	8.72/152.92
Darryl Dando	8.91/151.85

## MODIFIED STREET BLOWN

<b>Joe Gauci</b>	<b>7.15/202.27</b>
Stuart Henry	7.21/195.17
P Pronesti/M Hayes	7.31/190.94
Michael Arnold	7.43/188.49
Johnny Wilson	7.53/176.21
Mick Voase	7.54/194.27
Paul Cibotto	7.64/188.96
Brett Benz	7.87/179.42
Greg Tsakiridis	7.87/173.09
Anthony Fichera	8.04/173.36

## MODIFIED STREET UNBLOWN

<b>Danny Sharban</b>	<b>7.67/179.64</b>
Mick Brody	7.86/172.39
Tony Cusolito	7.88/178.00
Kon Michaloudakis	8.28/163.28
John Habib	8.47/160.73
Mark Drew	8.47/160.65
Leo Vangelovski	8.49/159.80
Andrew Halstead	8.55/163.55
Wayne Lear	8.54/157.30
Pier Baiocchi	8.89/150.23

## TRUE STREET

<b>Anthony O'Connor</b>	<b>8.53/157.63</b>
Dean McMahon	8.60/158.33
Andrew Searl	8.70/156.35
Janelle Scott	8.96/150.68
Anthony Visintin	9.09/147.91
Jason Benz	9.12/148.72
Greg Aitken	9.40/143.52
N Bonikos/T Cusolito	9.43/146.56
Shane Elvin	9.45/141.11
Peter Haravitsidis	9.64/137.76

## RADIAL OUTLAW

<b>Daniel Nunziente</b>	<b>7.00/220.66</b>
Michael Kalaitzakis	7.09/210.67
Marc Leake	7.29/196.63
Steve Bezzina	7.38/194.49
James Horan	7.43/190.35
Perry Bullivant	7.44/202.52
F Marchese/J Gauci	7.75/190.11
Frank Canistra	7.82/172.06
Nathan Farrugia	7.83/178.97
Shane Crichton	7.87/174.03

## 10.5 OUTLAW

<b>Paul Mouhayet</b>	<b>6.08/244.52</b>
Robert Campisi	6.28/235.35
Frank Mamone	6.38/229.47
S French/S Sarkis	6.39/234.00
Simon Kryger	6.59/208.97

<b>632ci Ford T Mustang</b>
440ci Chev T Camaro
Holden Monaro SC
572ci Chev Mustang TT
555ci Chev B LX Torana
400ci Chev T LJ Torana
400ci Ford T Cortina
555ci Chev N LJ Torana
2JZ Toyota T RX2 Mazda
427ci NOS Ford Capri

<b>440ci Ford Cortina</b>
602ci Chev LX Torana
434ci LH Torana
452ci Chev LC Torana
632ci Chev Mustang
598ci Chev HZ Holden
350ci Chev '87 Pontiac
598ci Chev LJ Torana
540ci Chev HT Monaro
611ci Ford XT Falcon

<b>372ci Ford T Cortina</b>
615ci Chev N Capri
632ci Chev N LJ Torana
378ci Chev B HT ute
622ci Chev N LH Torana
555ci Chev N LX Torana
347ci Ford T Mustang
400ci Chev T VL Calais
430ci Ford N RX4 Mazda
350ci Chev T LH Torana

<b>632ci Chev Capri</b>
622ci Chev LX Torana
638ci Chev Capri
632ci Chev Capri
632ci Chev Torana
622ci Chev LX Torana
485ci Chev LH Torana
622ci Chev HQ Monaro
582ci Chev LX Torana
434ci Chev LX Torana

<b>412ci Ford XD Falcon</b>
440ci Ford XF Falcon
427ci Ford XE Falcon
420ci Chev LX Torana
447ci Ford XE Falcon
427ci Chev VL Calais
434ci Chev LX Torana
460ci Chev HX Holden
408ci Chry-Rambler Hornet
411ci Ford XY GT Falcon

<b>600ci Ford T Cortina</b>
525ci Chev T Supra
622ci Chev T LX Torana
435ci TT Ford Fairmont
240ci Toyota T Hilux
400ci Chev T LX Torana
370ci Ford T XY Falcon
13B Mazda T RX3 Mazda
427ci Chev T RX3 Mazda
2JZ Toyota T Toyota Cressida

<b>526ci Ford Mustang TT</b>
632ci Ford Mustang TT
427ci Hemi Nova SC
540KB Pontiac SC
864ci Chev 68 Camaro N

# REBUILDING YOUR CAR? INSTALL RESOMAT

We are the Australian automotive distributor for noise and heat proofing products for one of the worlds leading manufacturers.

## RESOMAT®

Illustrated-  
LC/ LJ Torana Floor



**RESOMAT** the choice of new vehicle manufacturers to reduce noise & vibration.

**RESOMAT** is approved for use in new automotive vehicles, hospitals, apartment buildings, etc.

**RESOMAT** is currently installed in Kenworth and Mack trucks, Australian Defence Force vehicles, cars, buses, train carriages and more... What more endorsement could you need?

**RESOMAT** is not bitumen or butyl based, unlike similar looking sound deadeners which can have an offensive odour and lose performance quickly as they heat up. Also, over time they can harden resulting in further performance loss.

**RESOMAT** can be easily removed where required unlike butyl based products. This may be necessary when a vehicle needs repairs or modifications. Ask almost anyone who has had to remove a butyl based product and you'll usually hear a loud groan. If you've ever tried to remove windscreen sealant (butyl based) you'll know what we mean!

**RESOMAT** is now lighter than our competitor - with no performance loss!

**RESOMAT** is extremely price competitive.

**RESOMAT** can be purchased in a BULK PACK of 3.5 sqm.

Single sheets can also be purchased in:  
1300mm x 1000mm,  
1300mm x 500mm and  
500mm x 430mm sizes.

You can buy exactly what you need for your job and if you run short you're not forced to buy another bulk pack - only buy the extra you need.

**Bulk pack \$175 for 3.5 Sqm**  
**10% DISCOUNT & FREE DELIVERY MOST PLACES AUSTRALIA WIDE**  
**JUST MENTION THIS AD!**

VISIT OUR NEW MODERN SHOWROOM AT 1/6 AIRLIE AVE. DANDENONG VICTORIA 3175

CALL TOLL FREE 1800 335 896  
OR VISIT [www.tru-fitcarpets.com.au](http://www.tru-fitcarpets.com.au)





## STAGE WRITE

BOB KOTMEL

**W**Henever somebody brings up the question of who has the quickest street car, it's like the bell going for round one. Everyone has their own definition of what 'street' means. To me, driving 1300km and racing at five tracks in the *Street Machine* Drag Challenge goes a long way to highlighting which are Australia's fastest true street machines. By the time you read this, Drag Challenge 2015 will be over; I can't wait to see the results.

Far North Queensland racer Mark Clifford has entered his mid-nine-second, naturally aspirated Boss-motored Mustang in Drag Challenge this year. While the car gets regularly driven to and from Palmyra Dragway, Mark spent a bit of time making sure the car was ready for the rigours of Drag Challenge. Future competitors might be interested in some of the prep work he carried out.

Anyone who has driven a car with low diff gears on the street knows what a pain they are. A manual with 4.11s and 26-inch-diameter tyres will be buzzing at 3300rpm at 100km/h (an auto would be close to 3500rpm, depending on converter slip). Certainly, a low-geared car can be street-driven, but it's definitely not a pleasant way to travel any distance on the road. Mark's solution was to fit a Gear Vendors overdrive and a new tailshaft.

Mark's next concern was the transmission heat created by the high-stall converter. At a steady 100km/h, the 5000rpm converter had 12 per cent slip and was the principal source of the transmission heat. So Mark added two large transmission oil coolers with electric fans. Next he fitted another C6 converter that only had six per cent

slip at 100km/h. The Mustang's 3.7 diff gears, 28-inch street radials and the new 5000 stall coupled with the Gear Vendors brought the 100km/h cruising revs down from 3100rpm to 2400rpm. This has made the Mustang so much better for road driving, and Mark can't speak highly enough about the overdrive unit.

The other problem Mark had was that the C6 gearbox was sometimes locking up between gears. Phil Cruikshanks diagnosed the problem correctly as an old shift cable. As a cable gets old, it gets end-float and no longer has full travel for shifting. With a new shift cable the C6 worked fine again.

Mark wanted to tow a small trailer with his slicks and tools in it, like many other Drag Challenge competitors, but when he tried towing a trailer the motor started to get hot. The practical solution cost just \$30; he fitted a set of roof racks to the Mustang to strap the slicks on, while the frontrunners go behind the rollcage in the back, along with the tools. It mightn't look cool, but it means Mark is a contender for the Quickest Without A Trailer trophy.

Before embarking on the interstate journey, Mark wisely put the Mustang on Deric Clapson's chassis dyno, while Dave Sheehy did the dyno tuning. It wasn't so much to try and find more power, more a chance to give the 'Stang a general health check. The first power run there saw a puff of smoke when transmission oil hit the extractor. Looking under the car, there was a couple of drops of trans oil on the floor from a melted plastic breather hose. The problem was easily fixed, but could have been a drama if it had happened on the road or at the track.

### THE JON KAASE-BUILT BOSS MOTOR IN MARK CLIFFORD'S MUSTANG MAKES 1000HP ON AN ENGINE DYNO, AND RAN 9.58@143MPH ON PUMP GAS AT CALDER PARK DURING THE 2015 DRAG CHALLENGE





Mark also wanted to see how a smaller carb compared to the original Dominator fitted to the Jon Kaase motor. It turned out that the small carb lost 30hp on the dyno, but made the car so much better to drive on the road.

In reality, it only takes a few minutes to swap carbs at the track. However at the Portland eighth-mile track the small carb ran a 6.08@115 mph, which works out to 9.618 seconds over the quarter, so the time lost by using the small carb instead of the Dominator was less than a tenth over the eighth-mile.

It was so good to see the Mustang run the same times at Calder as it does at Palmyra. The Jon Kaase-built Boss motor makes 1000hp on an engine dyno, and ran 9.58@143mph on pump gas at Calder, which is just under 900hp by weight shifted over the quarter. Mark says that the donk is five years old and is probably due for its first set of rings. That's a tough crate motor!

To me, what sets Mark's 3850lb Mustang apart from many of the competitors is that it's like a naturally aspirated muscle car that was available off the showroom floor in a bygone era. It mightn't have the original seats, and now has a rollcage, but a Boss 429 was an optional motor in the Mustang. Those seats are mandated by ANDRA; if Mark had his way they would be comfortable Recaros or something similar. But the Mustang is as close to original as can be within ANDRA rules.

I don't care if you're a Holden, Chevy or Mopar lover; it's very hard not to be impressed by this Ford. 🏁



## PERFORMANCE PRODUCTS

Premium Australian Heat & Sound Shielding

XT-Ultimate	2190°F 1200°C	Catalytic Converters
XT-5000	1830°F 1000°C	Turbo Systems
HD-5000		Exhaust Manifolds
XT-1000		
HD-1000	1470°F 800°C	
TF-600	1110°F 600°C	Exhaust Pipes and Mufflers
TF-400		
TF-100		
	750°F 400°C	Under Floor Air Intakes Engine Bay
Flex Adhesive		
QS-Slimline	390°F 200°C	Interior
QS-Diamond		
	32°F 0°C	



- Comprehensive range of heat and sound shielding materials.
- Available in flat sheets or preformed parts
- 100% Australian Made

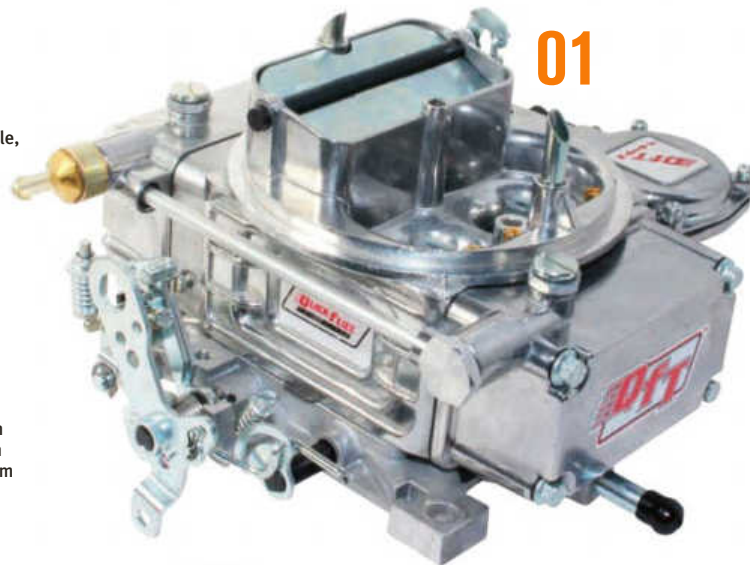
Available online  
[www.dciperformance.com.au](http://www.dciperformance.com.au)





## 01 DOWN THE BARREL

INCREASE airflow with one of Quick Fuel Technology's new 450cfm four-barrel carburetors. Designed for small-displacement four-cylinder, six-cylinder and V8 engines, the carburetors retain all the features found in larger cfm models. An alcohol version for oval-track racing is also available, as are custom applications. For a full list of these features visit [www.quickfueltechnology.com.au](http://www.quickfueltechnology.com.au) or contact APD on (08) 8363 5566.



## 02 HUMPTY HANDLES

THE Rare Spares range of repo goodies for your old Holden is truly staggering, including this WH1010 'FJ Special' window winder handle. Produced with care in chrome finish, they easily replace those faded, chipped and pitted original handles to bring the vehicle to a showroom standard. They'll set you back \$65.95. Info: [www.rarespares.net.au](http://www.rarespares.net.au).



## 03 POWER TRIP

THESE alloy power steering reservoirs are a direct replacement for the factory unit on LS engines. Fabricated in Australia, they are available with either AN fittings or push-on barb fittings for standard hoses. Available in raw aluminium, polished, or a range of custom powdercoated finishes from \$165. Visit [www.lowefabrications.com.au](http://www.lowefabrications.com.au) or call 1300 LOWE FAB.

## 04 I LOVE PHOS

GIVE your ride the love it deserves with Easy Phos, a waterless phosphate that treats raw steel and aluminium. It promotes paint adhesion and prevents surface rust during storage or restoration. The metal surface is covered by a phosphate layer and is then sealed with an organic polyphosphate, which protects the surface from rust and other contaminants. Contact Oxytech on 1300 353 655.

## 05 TIDY UP

STILL trying to find your LS engine amongst a congestion of wires, tubes, and ignition coils? Not any more! Proform has developed a valve cover that will take your stock LS engine and give it a totally personalised look. These new valve covers are taller than stock items, and can accommodate a wide variety of large-valvetrain applications. There are seven style choices, with raised or recessed Chevrolet and Bowtie emblems, LSX emblem, or no emblems at all for a self-customised look. Go to: [rocketind.com.au](http://rocketind.com.au).

## 06 CLUTCH SHOT

XTREME CLUTCH has developed several new performance clutch kits to suit the VF HSV GTS, including a 230mm twin-plate ceramic rigid; 230mm twin-plate carbon blade; and a 270mm twin-plate organic rigid. All of the new clutch kits come with a single-mass flywheel conversion and concentric slave cylinder, as well as all the necessary bolts, spline grease and alignment tools. Call Xtreme Clutch on 1800 CLUTCH.

## 07 PAIR OF PISTONES

WANT your loafers to say something about your car obsession? Then pick up a pair of Pistone's finest. These slim and sleek low-cut shoes are made with supple leather and are exquisitely quilted and perforated. They also feature a sole with a softly rounded heel and Piloti's signature tyre tread. The kicks are fully lined with soft pigskin, so vegans best steer clear. Available in red and charcoal black. Visit [piloti.com.au](http://piloti.com.au).

## 08 I CAN SEE CLEARLY NOW

EAGLE One 20/20 Glass Cleaner is formulated to quickly clean windows for a streak-free, crystal-clear finish. It's specially formulated to cut through automotive vinyl fog, smoke residue, road grime, bug residue and the build-up of grime on glass and chrome. Visit [eagleone.com.au](http://eagleone.com.au) for further details or to find your local retailer.

## 09 SNUG FIT

IN A WORLD where engine bays are getting tighter, Turbosmart's ProGate-50 Lite is perfect for applications where space for turbo components is at a premium. The new ProGate-50 Lite is the compact wastegate that offers serious flow capacity in a small package. The wastegate retails for \$649.95 (inc. GST). Call 1300 735 506.

## 10 PLAYING IT COOL

DAVIES Craig's new Hydra-Cool transmission oil cooler combo kit knows how to stay cool under pressure. It features a patented dimple-plate-and-fin design that's coupled with an eight-inch thermatic fan. The unique dimple plates re-direct oil flow and, in conjunction with the louvred-fin design, provide highly efficient cooling with low-pressure drop for on-road, off-road and motorsport applications. Call (03) 9369 1234 for info.







06



07



09



08



10

## > ADVERTISERS INDEX

Aussie Desert Cooler	171
Automotive Performance Distributors	75
Camtech	4
Competition Engines	67
Davies Craig	31
DCI Thermal Products	147
Down Town Kustoms	59
Eagle Auto Parts	172
Eagle One	23
Fox Sports	2, 3
Gasoline Alley	150, 151
Geelong Revival	127
Hare & Forbes	137
Hoppers Stoppers	143
ITM Tools	161
Kandos Street Machine Club	161
Liverpool Exhausts	105
Mothers Polish	15
Muscle Car Parts	135
Oxytech	143
Pete's Hot Rod & Resto Shop	161
Photobooth	21
Restomat	145
Rocket Industries	13, 25
Subscriptions	154, 155
United Petroleum	17
Valvoline	9
VCM Suite	29
Victorian Speed Pro	119
Waddington Street Rod & Restorations	49



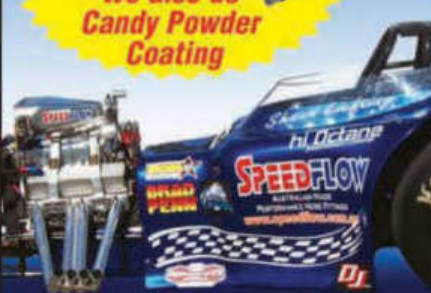

**hi Octane**  
Performance Coatings  
**AUSTRALIA'S BEST  
CERAMIC COATINGS**

**QUALITY  
GUARANTEED!**

[www.PERFORMANCECOATING.com.au](http://www.PERFORMANCECOATING.com.au)  
**TEL: (02) 9638 4643**

- TURBO HOUSINGS
- BRAKE CALIPERS
- EXHAUST SYSTEM
- ENGINE INTERNALS
- VALVES and SPRINGS
- SUSPENSION COMPONENTS
- RACE, STREET or SHOW
- CARS, BIKES, BOATS

**We also do  
Candy Powder  
Coating**

**SPECIAL  
INTRODUCTORY  
OFFER**



**Fabricated Cowl Scoops**  
Handmade to  
your Requirements

**Voodoo**  
RIDE AND CUSTOM  
Rides That Roll

4/24 Central Park Dr, Yandina QLD  
Contact Martin on 0431 864 134

**THE  
CONVERTOR  
SHOP**



**TORQUE CONVERTOR SPECIALISTS**

- EXCHANGE CONVERTORS
- HI-STALL CONVERTORS
- INDUSTRIAL CONVERTORS & PARTS
- PERSONALISED SERVICE

**THE CONVERTOR SHOP**  
Unit 2, 24 Porter Street, HEMMANT  
Ph: (07) 3390 8824 Fax: (07) 3390 8837

To advertise in  
**Street  
MACHINE**  
**GASOLINE ALLEY call**

**Brand Sales Manager**  
Joseph Lenthall  
[jlenthall@bauer-media.com.au](mailto:jlenthall@bauer-media.com.au)  
0401 553 112

**Victoria**  
Bruce Williams  
[bruce@overdrivemedia.com.au](mailto:bruce@overdrivemedia.com.au)  
0418 349 555

**Queensland**  
Todd Anderson  
[todd@motormedia.com.au](mailto:todd@motormedia.com.au)  
0409 630 733

**HURRY LIMITED  
PLACEMENTS AVAILABLE**

Dont miss your chance to  
reach over 334,000  
READERS EVERY MONTH

**Horsepower World  
Racing Engines &  
Performance Parts**

**PROCHARGER**  
PERFORMANCE SYSTEMS



**facebook**  
FIND US ON FACEBOOK

**TUFF STREET, RACE & CUSTOM  
BUILT PERFORMANCE ENGINES**  
LS - Chev - Ford - Holden - HEMI

**THE BEST PROCHARGER DEALS  
IN AUSTRALIA (Try Us?)**

**ALL PERFORMANCE PARTS**

... FREE DELIVERY ...  
**FOR ANY ENGINES BETWEEN  
MELBOURNE & SYDNEY**

**Phone: (02) 60 242 697**  
[www.horsepowerworld.com.au](http://www.horsepowerworld.com.au)

**Automotive  
CERTIFICATIONS**

QUEENSLAND TRANSPORT MODIFICATION PLATES

LA1 LA2 LA3 LA4 LB1 LB2 LG1 LG2 LH1 LH2 LH3 LH4  
LH5 LH6 LH7LK1 LK2 LK6 LK8 LI7 LM1 LO1 LO2 LO3  
LO4 LO5 LO7 LO8 LS1 LS2 LS3 LS4 LS5 LS6 LS9  
LS10 LT1 LT2 LT4 S1 S2

2/13 Focal Avenue Coolumb Beach, QLD 4573  
T: 07 5471 7296 F: 07 3036 6198 M: 0437 634 277  
[automotivecertifications@gmail.com](mailto:automotivecertifications@gmail.com)  
[www.automotivecertifications.com.au](http://www.automotivecertifications.com.au)  
ABN: 41 656 279 192  
Mobile Service Brisbane to Cairns

**POWERED BY  
LITHIUM**  
FAST CHARGE BATTERY  
MORE POWER... LONGER LIFE

**FASTEST & EASIEST  
TO USE POLISHER  
EVER!**



**WINTER**  
LITHIUM



# Street MACHINE

# GASOLINE ALLEY

**AIRIDE**  
SUSPENSION SUPPLIES

AIR RIDE SUSPENSION SYSTEMS FOR RODS, CUSTOMS, CLASSICS & STREET MACHINES

**QUALITY GEAR THAT LASTS!**

- Importers and distributors of high quality air suspension components from all the leading US manufacturers.
- Large range of electrical components including wiring kits, door popper kits and digital instrumentation.
- Competitive pricing guaranteed.
- Full catalogue on line.



03 9729 5556  
[www.airide.com.au](http://www.airide.com.au)

**AIRIDE**  
SUSPENSION SUPPLIES

**Castlemaine ROD SHOP**



**ONLY \$250 A PAIR**

High Performance engine mounts to suit a wide range of engine conversions.  
Our engine mounts come with A Life Time Warranty!

[WWW.RODSHOP.COM.AU](http://WWW.RODSHOP.COM.AU)

**ROCKET**  
The Leaders in Performance Products

The Australian distributor of the biggest performance brands in the world.  
Best parts, right price.

**AEROFLOW** **Spate** **Auto Meter**  
**CENTER LINE** **B&M**  
**AEROMOTIVE** **CLEVITE 77** **Strange**  
**AFR** **COMP** **VP**  
**ARP** **MOROSO** **WEIAND**  
**Edelbrock** **MSD** **BRODIX** **WELD RACING**

Visit our website  
[www.rocketind.com](http://www.rocketind.com)  
or call one of our friendly staff on  
**(02) 8825 1900**  
Trade enquiries welcome

**GET WIRED WITH BLUEWIRE**

**Bluewire automotive**

Universal Wire Harness  
8-Circuit Wire Harness  
10-Circuit Wire Harness  
15-Circuit Wire Harness  
24-Circuit Wire Harness

Factory Fit Wire Harness  
Ford Falcon 1960-1965  
Ford Mustang 1964-1968  
Ford F100 1953-1972  
Chevrolet 1955-1957  
Chevrolet Impala 1959-1960  
Chevrolet Camaro 1967-1980  
Holden HK/HG/HT 1968-1971  
Holden HQ/HU/HX/HZ 1971-1980

[bluewireautomotive.com](http://bluewireautomotive.com)  
042 239 2797 service@bluewiremotorsport.com

**BLISS**  
CUSTOM MACHINING


**BONNET HINGES**



Bliss Custom Machining bonnet hinges are proudly AUSTRALIAN MADE. They are machined from 6061 - T6 aluminium. All our bonnet hinges are supplied with quality bearings and mounting bolts. Our struts are sourced from a local supplier. Simply bolt in place to your existing hinges, no modifications are necessary.  
**AVAILABLE IN MACHINE FINISH, BLACK ANODISED FINISH AND POLISHED.**  
HQ TO WB, LH TO UC HOLDEN,  
HK, HT & HG HOLDEN,  
LC TO LJ TORANA,  
XR TO XY FORD FALCON **AUSTRALIAN MADE!!**

ANDREW - 0403 324 266 MEGAN - 0408 728 250  
[WWW.BLISSCUSTOMMACHINING.COM.AU](http://WWW.BLISSCUSTOMMACHINING.COM.AU)

**AUTO BODY METAL TRIM MOULDINGS & BUMPER RESTORATION**



**HICRAFT WHEELMODZ**  
CUSTOM FIT RESTO

**RITA, STAN & CO** SINCE 1996

0403 578 887 • 0488 243 499  
Email: [hicraftwheelmodz@bigpond.com](mailto:hicraftwheelmodz@bigpond.com)

**LOWE**  
Fabrications

0417 417 470

Australia's leading supplier of Commodore engine bay aesthetic enhancements. Talk to the trophy-winning, industry-acclaimed engine bay specialists about your Commodore today!

**CNC-MACHINED BILLET ALLOY DRESS BARS FOR ALL COMMODORE MODELS**



One and two-piece billet strut tops VB-VE • Billet 308ci timing covers  
• VB - VL stainless steel scuff plates (polished or satin) • Brand new VE range  
• Stainless steel fabrication • Stockists of Tuff Mounts

[WWW.LOWEFABRICATIONS.COM.AU](http://WWW.LOWEFABRICATIONS.COM.AU)  
Email: [info@lowefabrications.com.au](mailto:info@lowefabrications.com.au)



# SLEEPERS

STORY IAIN KELLY PHOTOS STEVE KELLY



## CHRIS ETHELL KE20 COROLLA

> REDLANDS, QLD

**W**HEN you think of the term 'street machine', a mustard yellow old-school Corolla may not be the first thing that comes to mind, but with its nine-second timeslips, Chris Ethell's turbo V8 example definitely fits the bill.

### What a wild swap! Was it a long build?

I bought it off my mate Scott Hoffman from Cleveland Exhausts, pretty much how it is now. Scott built the car and also has a 2JZ-powered KE20 that's just stupid fast – it's in the sevens. I always liked the car and have two others at home. I didn't think he'd sell it to me, but I badgered Scott for months and eventually he needed a bit of money so I plonked cash down in front of him.

### Have you done much to it yourself?

We've screwed some more power out of this one but it's pretty much how he had put it together. I bought it to do Powercruise events and to take out on weekend runs, but now we're getting more into the drags. It has gone 9.60@140mph, which meant we've been

booted for going too fast, so now it's getting tech-inspected, a 'cage and a parachute. It is also getting a new transbraked Powerglide, so it should go 8.9s.

### So what's the combo?

It's got an import yard 1UZ-FE V8, just with conrod bolts and head studs, Cometic head gaskets, and upgraded valve springs. I run it on Caltex E-Flex fuel with a Magnafuel 750hp fuel pump, 2000cc injectors and an Autronic SM4 ECU, with a \$500 imitation GT42 turbo off eBay. The computer is pretty old, but Scott swears by them as they're reliable; he's put them in all my cars.

### How much does it make?

It currently makes 600hp at the wheels at 28psi, but when it did the 9.60 it had 505hp with a 50-shot of gas. We'll run the gas, and with the transbrake and extra power it should be into the eights. It's made this power on Scott's dyno, which seems to be more accurate.

### Has the chassis required many upgrades for so much power?

The chassis is pretty simple, just with

CalTracs, seam-welded engine bay and a few small braces. Scott's 2JZ KE20 is way faster and seems to have held up really well, so that tells me it should be fine. With the Salisbury diff in the back, I've got 15x8s under the rear with 235/60 ET Streets, and it hooks up really well at Willowbank. On the street it's not so good and will blaze up, but plenty of guys run faster than me on 235s.

### Does it attract any unwanted attention on the street?

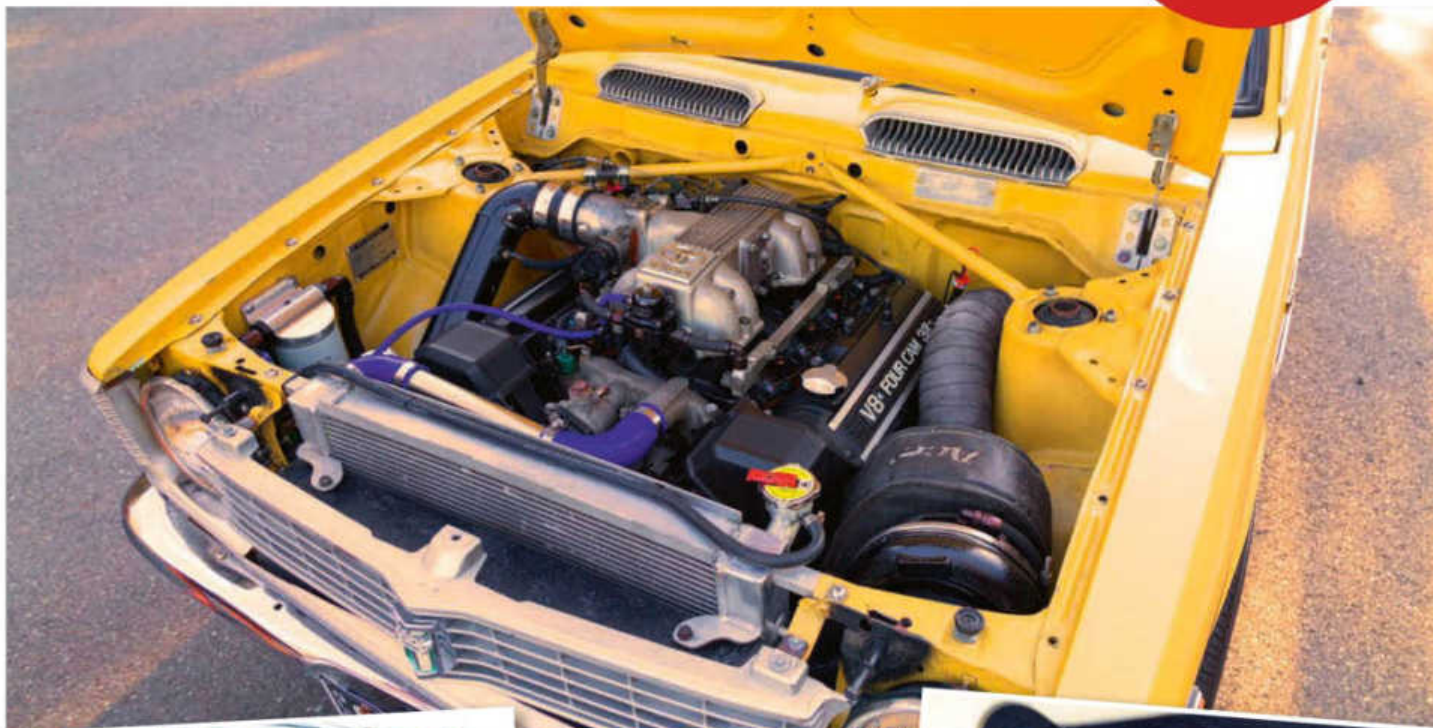
I haven't had any issues because it looks like a stock car with the VT Commodore brakes and 15-inch Commodore pursuit rims, plus the exhaust has a shut-off valve so it is really quiet. I've had cops drive past and give me a nod, like 'that's cool, mate'.

### Is it really grumpy to drive?

It's not a big-dollar build but it is really well sorted, has power everywhere and is actually daily-driver reliable. You can go out and take it for a drive, just hit the key and go; there aren't any problems with cold starting or anything. 🗝️



Got a car that looks mild, but goes wild? Send pics, car details and contact details to: *Sleepers, Street Machine*, Locked Bag 12, Oakleigh, Vic 3166. Or email: [streetmachine@bauer-media.com.au](mailto:streetmachine@bauer-media.com.au).



**RIGHT:** A valve on the exhaust switches between the 3.5in turbo-back system and the tiny stock-looking muffler in the factory location, for when the Corolla is at the drags. There used to be an in-tank fuel pump for quieter street driving duties, which switched to the 750hp Magnafuel unit once revs hit 2500rpm, but it has been disabled



**I'VE HAD COPS DRIVE PAST AND GIVE ME A NOD, LIKE 'THAT'S COOL, MATE'**





# A magazine subscription is

SUBSCRIBE FOR YOUR CHANCE TO  
**WIN A LUXURY AUDI Q5**



PRIZE  
VALUED AT  
OVER  
**\$75,000**

A magazine subscription from Magshop is the perfect Christmas present – it's the gift that keeps on giving all year round.

Plus, simply by subscribing or renewing your subscription to any of these fabulous titles for yourself, or as a gift for family and friends, you could win an Audi Q5 2.0 TFSI quattro® tiptronic, valued at more than \$75,000.

This sporty and sophisticated car has many intelligent features making for a very enjoyable ride.

So give your loved ones a magazine subscription this Christmas and you could be driving away in style in your very own Audi Q5.

**MAGSHOP**



12 ISSUES: \$79.00  
**SAVE 30%**

Order online at [www.magshop.com.au/xmas9](http://www.magshop.com.au/xmas9)

Competition closes 27/01/2016 at 11:59pm. For full terms and conditions of entry, visit [www.magshop.com.au/xmas9](http://www.magshop.com.au/xmas9). The winner's name will be published on the Magshop website [www.magshop.com.au/winners](http://www.magshop.com.au/winners) on 10/02/2016. The Audi Q5 car prize on offer will be in Ibis White.



# the perfect Christmas gift!



PRIZE VALUED  
AT OVER  
**\$75,000**



## The Audi Q5 2.0 TFSI quattro® tiptronic in Ibis White features:

- 8 speed tiptronic transmission.
  - 18" alloy wheels in 5-V-spoke design.
  - 8 airbags.
  - Technik package which includes MMI navigation system, parking system plus rear view camera.
  - Full keyless entry and start.
- Plus...**
- All on road costs (12 months registration, stamp duty, CTP) are included.



**Audi** Sutherland

Choose from any of these great magazines, or for more participating titles, visit [www.magshop.com.au/xmas9](http://www.magshop.com.au/xmas9)



12 ISSUES: \$69.95  
**SAVE 16%**



12 ISSUES: \$69.95  
**SAVE 34%**



12 ISSUES: \$39.95  
**SAVE 32%**



12 ISSUES: \$79.95  
**SAVE 33%**



4 ISSUES: \$39.95  
**SAVE 16%**



12 ISSUES: \$69.95  
**SAVE 34%**



12 ISSUES: \$69.95  
**SAVE 26%**



12 ISSUES: \$59.95  
**SAVE 41%**



26 ISSUES: \$74.95  
**SAVE 31%**



10 ISSUES: \$59.95  
**SAVE 33%**



12 ISSUES: \$59.95  
**SAVE 30%**



6 ISSUES: \$59.95  
**SAVE 33%**



12 ISSUES: \$79.95  
**SAVE 29%**



12 ISSUES: \$69.95  
**SAVE 34%**

or phone **136 116** and quote **LX151STM**

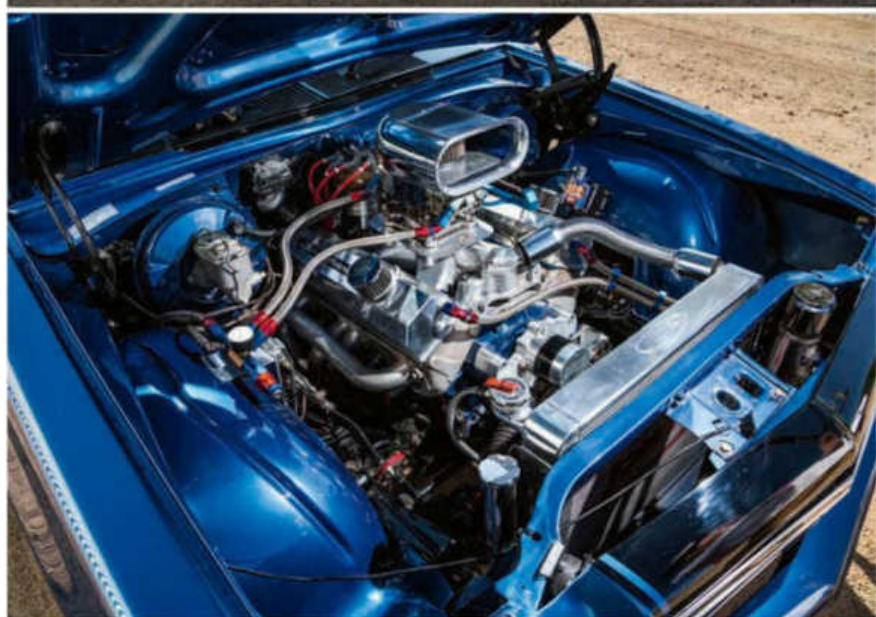
Competition authorised under NSW permit number: LTPS/15/08048, ACT permit number: TP15/07685 and SA permit number: T15/1828. Savings based on retail price. The Promoter is Bauer Media Pty Limited (ABN 18 053 273 546). Please see [www.bauer-media.com.au/privacy.htm](http://www.bauer-media.com.au/privacy.htm) for Bauer Media's privacy policy.



# READERS' ROCKETS

SEND photos of your car and a few details of what went into the build to Readers' Rockets, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email [readerscars@bauer-media.com.au](mailto:readerscars@bauer-media.com.au). Please note: Send us copies of prints as we are unable to return your photos.

**WIN!** WIN one of three Eagle One gift packs, including Wax-As-U-Wash, 20/20 Glass Cleaner, Wax-As-U-Dry, Nev'r-Dull Wadding Polish and Wipe & Shine Detailer. See [www.eagleone.com.au](http://www.eagleone.com.au) for info!





**WINNER!**  
EAGLE ONE PACK



## STEVEN LEWIS 1977 HX HOLDEN GTS MONARO

"I BOUGHT this HX GTS Monaro when I was 15 years old from a friend of the family. I ended up selling it to a mate, but regretted it and had to buy it back! It stayed as a standard 350-cube street car up until about five years ago, when I had it built by a shop here in Alice Springs. We did a 383 stroker with Brodix heads and stuck a nine-inch diff in the rear hooked up to a Powerglide trans. We repainted it in the original factory blue colour, stuck on a set of Center Line Convo Pro wheels with Mickey Thompson radials then started to get into drag racing. So far it has run an 11.5sec quarter-mile. At the moment the interior is as it left the factory, apart from a few additional gauges, so the next job is to give her a clean-up. And who knows, after that we might go down the nitrous route!"

Pics: Chris Thorogood





**WINNER!**  
EAGLE ONE PACK



**RANALD HILL**  
**1976 HX SANDMAN**

"THIS is my HX Sandman, in Absinth Yellow. It's a genuine XX7 Brisbane build, with a 253 and four-speed. It was spotted by my brother-in-law in Brisbane around 2007; he passed the car daily parked down a small side-street. In 2008, I decided to see if it was still there, and it was – along with the faded paintwork and rust spots. I did a doorknock and found that the guy who owned it had been using the vehicle as his daily drive and work van for 20 years. I didn't know if it was a genuine Sandman at that stage, but I left a business card and told him to give me a call when he wanted to sell the vehicle. A year later, I got the call, so went back, checked the ID plate and confirmed the vehicle as a Sandman XX7 with all the original running gear. It sat in the shed at home for three-and-a-half years before I began a full ground-up rebuild. Many thanks to Ron Robertson, the panel beater and painter, who put many hundreds of hours into the van to bring her back to life. The pictures tell the story – what a beauty!" Pics: Rick Welch



## MICHAEL APPELMAN VALIANT AP6



"HERE'S my AP6 V8; I've had it for 21 years. It runs a mild 318 and Torqueflite. It was originally a copper colour with a vinyl roof. It's not super-tidy throughout, but it's not too shabby either. The interior is fairly good – besides the cowhide seat covers – but the engine bay needs a good detail."



## PAULA BERARDONE VJ CHARGER

"I HAVE a four-cylinder '74 Celica, and hubby says to me: 'Get a car with some balls, will ya!' So we find this '73 Valiant Charger XL, go and check it out and I buy it within a day. Love this thing! The front end has been entirely redone, and the engine is mildly worked, including roller rockers, ported heads, 360 headers, 904 gearbox with stage 2 shift kit and Dominator converter with big-neck 3000 stall. So yeah, it sounds tough! I think hubby is a

little cut because my car is better than his – he's got a worked '62 Chevy Impala SS. As you can see, I am passionate about cars, and want the girls to have as much fun as the boys! I noticed there was a lack of girls in the car scene, so I started a Facebook page called Northern Gal last year, to get chicks to come to car shows, get interested and maybe buy and drive a classic! Check out Northern Gal on Facebook, Instagram, YouTube and Shannons Club."

## ROSS INGUANTI BF XR8 FALCON

"HERE'S my 2006 XR8, with a V3 Vortech supercharger. It started off as a daily runaround for work and slowly progressed with a few little mods until it turned into a blown XR8! I couldn't resist going forced induction on these Boss motors – it really wakes them up! It's currently running 8psi and making around 350rwkW. I will probably go up a few pounds soon! I also have a '67 XR, which my old man and I are building at the moment. Plans are to restore it, with the usual goodies – four-link rear, mini-tubbed, and maybe sneak in a 6/71 blower."





**WINNER!**  
EAGLE ONE PACK



## LEITH DARRACH 1978 UC TORANA SEDAN

"THIS is my UC Torana. It was only just painted the week before Red CentreNATS by the paint and panel section of Charles Darwin University, where I manage the automotive trade school. The car was assembled as part of a prisoner training program designed to give indigenous prisoners a Certificate I and II in Automotive, prior to being released. We finished it just in time for Red CentreNATS! Under the bonnet is a standard injected 5.7-litre Holden V8 from a VR GTS, hooked up to a manualised Turbo 350 transmission and nine-inch

rear with Strange axles, Truetrac with 4.11 gears and McDonald Brothers control arms. It runs low 14s down the quarter, which is pretty good for a factory engine. With the current diff gears it launches really hard off the line, but is a bit slow through the top end. It keeps up with new XR8 Falcons and HSVs though, so I'm happy with that! Next we'll probably upgrade the front suspension to A9X-spec 90/10 shocks – if it's going to be slow down the quarter, it might as well wheelstand!"  
Pics: Chris Thorogood



## BEN CHARD EH HOLDEN PANEL VAN

"I BOUGHT my EH from a local wrecking yard in Dalby. The then-owner was a Holden nut and couldn't bring himself to break it up, so when I told him I'd be keen to restore it, he dropped the price and all of a sudden I was the proud owner of a van. I filled in the side windows, fixed the usual rust, did a custom EJ bonnet (which I copied off Telfo's EJ!) and painted it a factory Holden commercial colour. The engine got a degrease and a fresh coat of red and I added disc brakes up front. Evan's Trim Shop in Toowoomba did a great budget trim job as I didn't want anything too flashy. My aim was to build a period-style service/business van that you would have seen everywhere in the 60s, so I tracked down an old family friend, Peter Caporn, to do the signwork for it. The only brief I gave him was that my business name had to be on it and that it had to look like a car from the 60s. I couldn't be happier with the result. Some whitewall-clad HG Kingswood rims with bullet caps and nuts completed the look. The next owner will be my son; he's a few years off owning yet but he's already laid claim to it. Start 'em young, I say!"  
Pics: Rick Welch







**Petes Hot Rod Shop, Cottonvale**  
12-15 February 2016

**\$75**  
PER  
PERSON

The 9th Annual Moonshine Run is from Friday 12th to Sunday, February 14, 2016 at Petes Hot Rod Shop, 148 Watson Road, Cottonvale.

Friday night Roast and Bonfire for early arrivals.

Saturday morning at Petes Hot Rods, driving events at kicks off with breakfast Cottonvale, the Pat Wilson memorial lunch cruise then show in main street.

Saturday night dinner, fashion show with live band and Sunday morning show n shine at the Applethorpe State School.

**Special guest Jo Coddington!**

For more Info call Katrina @ Hot Rod & Resto Shop on (07) 4685 2832 or email peteshotrods32@gmail.com



**ONE STOP AUTO ELECTRONIC & MECHANICAL CENTRE**

- ✓ INSTRUMENTATION REPAIR
- ✓ CUSTOM DIAL DESIGN
- ✓ NAVIGATION/AUDIO REPAIR & INSTALL
- ✓ CUSTOM ELECTRONIC CIRCUITS
- ✓ CAN BUS INTEGRATION
- ✓ EFI CONVERSIONS
- ✓ HIGH PERFORMANCE DYNO TUNING
- ✓ GENERAL AUTO SERVICE
- ✓ LICENCED RWC TESTER
- ✓ IN HOUSE SCREEN PRINTING
- ✓ REVERSE CAMERA
- ✓ INSTALLS ALL MODELS!



#### **HOLDEN VF COMMODORE PADDLE SHIFT**

Designed and Manufactured by Overline, this kit will allow you to have paddle shift on your VF Series 1 Holden. The kit is supplied complete with steering wheel and everything you need for fitment to your vehicle.



#### **FASCIA KIT**

Designed and Manufactured by Overline Technology our fascia kit will allow you to integrate Single or Double Din after-market stereo systems in place of the Holden's ICC in your VE Commodore, while maintaining the use of your heater control functions through our integrated touch panel.

Our kit also allows you to preserve the use of your steering wheel controls as normal, for volume up/down, previous/next track etc when using Pioneer, Alpine or Clarion head units. These units are made to order to suit your requirements.

**Ph (03) 9561 2366 [www.overline.com.au](http://www.overline.com.au)**

Overline Technology Pty Ltd 59E Glenvale Crescent, Mulgrave, Victoria, 3170

# KANDOS

STREET MACHINE AND HOT ROD SHOW

**23rd & 24th JANUARY 2016**

- ▶ BURNOUTS ▶ SHOW N SHINE
- ▶ GRASS EVENTS ▶ DYNO
- ▶ GO TO WHOA ▶ MISS SHOWGIRL



**SIMPKINS PARK KANDOS**

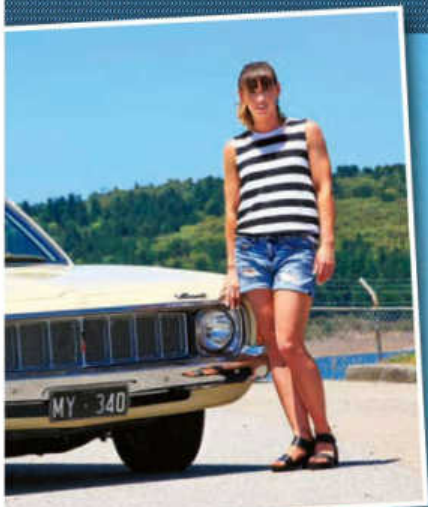


**Find us on Facebook**  
**(02) 6379 4066**



# IRON MAIDEN

STORY CARLY DALE PHOTOS COVENTRY STUDIOS



## CORINNE MILLER

> FERNTREE GULLY, VIC

**A** NY car enthusiast worth their salt will spot a sharp, two-door muscle car from way off. And if it looks grandpa-spec, that just piques the interest all the more. So when we spied Corinne Miller's crisp, venetian-sporting VJ Charger XL, we naturally had to find out more.

### Cool Charger Corinne, what's it running?

It's got a 340 with a 904 Torqueflite trans and a nine-inch.

### Very tough! Have you owned it for a while?

Yeah, it's my first car. My partner Jarrod introduced me to the car scene before I even had a licence. I learnt from him that if you only like one make and model you'll miss out on driving some really awesome cars. So I'm not partial to a particular model; we own Fords, Holdens and Valiants. I ended up choosing this from two other cars – an XY and a Statesman.

This had the least amount of rust. I drove it for most of my Ps, and then it got keyed. That turned into a full bare-metal respray, which in turn became a full retrim and restoration of everything else.

### The usual snowball effect, then?

Yeah, it was in bits for about eight years. During that time I trimmed it, as I'm an auto trimmer by trade. That's also when we swapped out the 265ci it was running for the 340. I wanted a fun car that was also close to original. I kept the same colour code and column shift, so it looks like a 'grandpa' car.

### Anything unusual with the build?

Here's the really weird thing – the ashes of the previous owner are in the car. I bought the Charger from his mum and she asked if I could keep a small bag of his ashes in there. I agreed, as it meant a lot to her. We then lost them during the build. At that point he'd been in the car

for 10 years, so I contacted his family and we now have more of his ashes hanging from the rearview mirror. We believe he's meant to stay there; it's a superstitious thing.

### What do you get up to in it?

Since we've finished it, I've driven it to work a fair bit and we've taken it to a few shows. I have left it on full rego so as not to be restricted with the number of days I can drive it. And now that we've found a baby seat that fits in the back – and doesn't hit the low rear roof line – my two-year-old can cruise too. He calls it 'Mummy's racing car'.

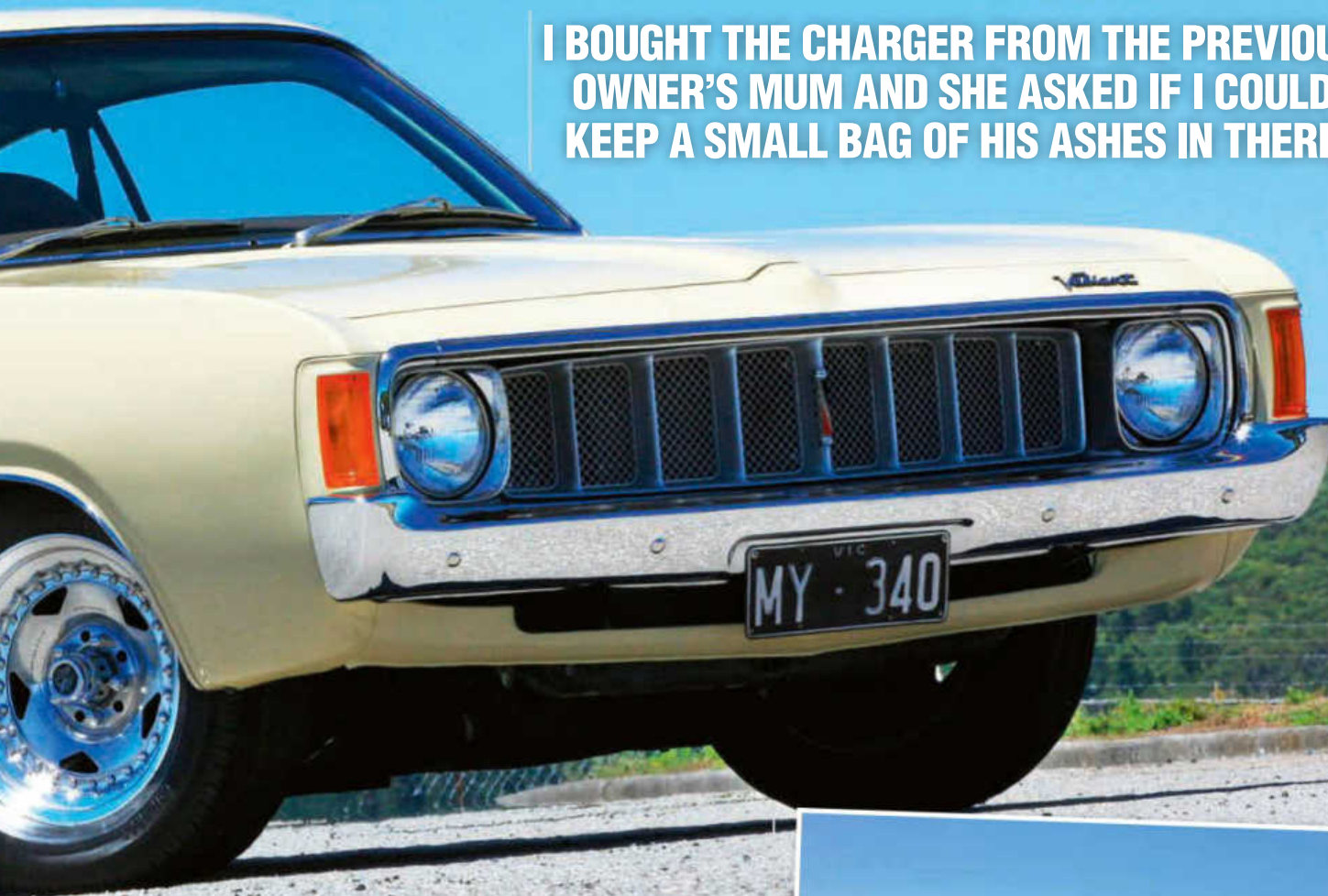
### Who did you want to thank?

Brad at Valiant Spares for doing the motor and driveline; our mate Andrew Bickley for painting it; Val, my boss at Design Auto Interiors, who helped me with a lot of little things and let the Charger overstay at work; and my partner Jarrod for all of his work. ■



Girls – wanna be famous? Send pics, car details and contact details to: Iron Maiden, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166. Or email: [streetmachine@bauer-media.com.au](mailto:streetmachine@bauer-media.com.au).

**I BOUGHT THE CHARGER FROM THE PREVIOUS OWNER'S MUM AND SHE ASKED IF I COULD KEEP A SMALL BAG OF HIS ASHES IN THERE**





## > GAG OF THE MONTH

### BRIGHT SPARK

A MAN goes to a club wearing a collared shirt, but is met by a bouncer who tells him he must wear a tie to get in. So the man heads back to his car to see if he has a tie there, but after a quick search it's clear he just doesn't have one.

But then he spots some jumper cables in the boot. Having no other options, he ties these around his neck, fashions a decent-enough knot and lets the ends dangle free.

So he goes back to the club. The bouncer looks him up and down for a bit and says: "Okay, you can come in. Just don't be starting anything."

Alec Trick, email

### COMICAL

ONE day Superman was feeling a bit frisky. So he decided to ask some of his superfriends if they knew where he could get a bit of action.

First he asked Batman: "Hey Batman! Who's good in the sack around there?"

"Well Superman, everyone knows that Wonder Woman is the best lover," Batman replied. "Why not give her a go?"

"Hmmm, I'd love to, but Wonder Woman and I are friends. I don't really want to do anything that might spoil that."

"Okay, your loss," Batman replied, and sped off in the Batmobile.

A while later Superman was flying along and spotted the Green Lantern, so he zoomed down to greet him. "Hey GL, I'm looking for some action. Who's the best lover around here?"

"Everyone knows that Wonder Woman is far and away the best," the Green Lantern replied. "Why don't you try her?"

"Well, it's just that we're friends, and I'd feel a little funny about it," Superman said.

"Man, sucks to be you," the Green Lantern replied.

Superman flew off, feeling more than a little frustrated. Suddenly, he spotted Wonder Woman, lying completely naked in the middle of a field, her legs apart. "Hmmm, I'm faster than a speeding bullet," Superman thought to himself. "I can be in and out before she even knows I'm there." So quick as a flash, he zoomed down, did the do, and was gone in the blink of an eye.

Wonder Woman was startled. "What the hell was that?" she exclaimed.

"I don't know," said the Invisible Man as he rolled off her, "but my arse is killing me."

C Kent, email



## > FUNNY FOTO

That's what it's all about.

### PRECISELY

TWO friends go to the natural history museum one day. They come across a display featuring the reconstructed skeleton of a large dinosaur. One of the men tells his mate: "This dinosaur is two billion years and 10 months old."

"That's a very exact figure," the friend replies. "How do you know that?"

The first man replies: "Simple. The guide told me it was two billion years old when I was here 10 months ago."

Olf Hossill, email

### PINT-SIZED?

AN ENGLISHMAN, an Irishman and a Scotsman walk into a bar. Each man orders a pint of beer. The drinks arrive and the three men are all about to take a sip when they notice that each of their pints has a fly in it.

The Englishman just looks at his pint in disgust and pushes it away. The Irishman picks out the fly with his fingers, throws it away and drinks his beer. The Scotsman pulls the fly out of his pint and holds it over the glass, saying: "Come on, ya wee git, spit it out!"

Al Keyhole, email

### INCENTIVE

BOBBY'S parents are worried that he's not interested in learning maths at school, so they decide to enrol him in a Catholic school, thinking that a stricter environment might force him to learn.

So after his first day at the new school, Bobby comes racing into the house, goes straight into his room and slams the door shut. His parents are worried about this, so they go to his room to see if he's okay. To their surprise, they find him sitting at his desk doing his homework. The parents are delighted, and are even more so when he continues to study hard after school for the rest of the year.

At the end of the year, Bobby brings home his report card and shows his parents. They check his maths score, and sure enough, he's got an A+.

Thrilled, the mother asks her son: "What changed your mind about learning maths?"

Bobby replies: "Well, on the first day when I walked into the classroom, I saw a guy nailed to a plus sign on the wall behind the teacher's desk, and I knew they meant business."

JH Kriest, email

### PROGNOSIS: BOREDOM

A WOMAN had been feeling very ill, but didn't know why. So she went to the doctor, who gave her a complete physical exam. The doctor said: "I'm afraid I have some very bad news for you. You only have six months to live."

The woman was horrified. "Oh doctor, what should I do?"

The doctor replied: "Marry an accountant."

"Will that make me live longer?"

"No," said the doctor, "but it will seem longer."

Cal Kulaita, email

### FALSH ALARM

A DRUNK stumbles out of a bar and gets in his car. Then he phones the police. "There hash been theivsh in my car!" he slurs. "They've shtolen the dashboard, the shteering wheel, the brake pedal, the radio, even the accshelerator!"

The police promise to send some officers out to investigate, but before they arrive, the drunk calls them a second time.

"Never mind," he says with a hiccup. "I got in the back sheat by mishtake."

NE Waicheersh, email

### OBSERVE AND REPORT

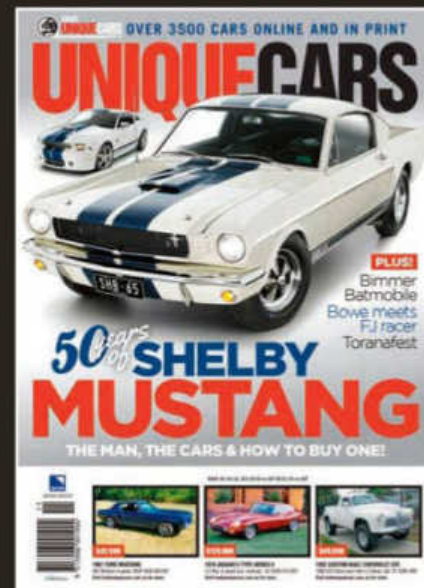
A YOUNG doctor moved out to a small country town to replace a doctor who was retiring. The older doc suggested the younger one accompany

## > THOUGHT OF THE MONTH

Black holes are where God divided by zero - Steven Wright



# FIND YOUR NEXT *Street* MACHINE ONLINE WITH



**1962 CADILLAC COUPE** New Exhaust, new 650 holley carburetor, Reco powersteering pump, A lot of mechanical work done, good stainless, Needs a few things to complete but overall very good condition. VIC. 03 9545 1305. Visit [tradeuniquecars.com.au](http://tradeuniquecars.com.au) for more.



**EH HOLDEN UTE** A Regretful Sale - Project started - no time to complete, all parts to complete included. No RWC. QLD. 0411 205 877. Visit [tradeuniquecars.com.au](http://tradeuniquecars.com.au) for more.



**1962 CHRYSLER VALIANT SV1.** S Series, Slant 6 - 225. Duel fuel, push button auto, Pacemaker mandrel bent tuned extractors, 2" exhaust system with hot dog no drone. Full ground up re build, all body trims original great condition, a real head turner. Original Vic plates included. NSW. 0499 147 510. Visit [tradeuniquecars.com.au](http://tradeuniquecars.com.au) for more.

him on his rounds so he could be introduced to the townspeople.

At the first house they visited, the woman there said: "I've been a feeling a bit sick in my stomach."

The older doctor said: "Well, you've been overdoing the fresh fruit. Cut back on that and see if it does the trick."

As they left the young doctor said: "You didn't even examine that woman. How did you come up with that diagnosis so quickly?"

"Simple," the older doctor replied. "Did you see me drop my stethoscope before? Well, when I bent down to pick it up I noticed dozens of banana peels in the rubbish bin. I deduced that was probably what was making her sick."

"Hmm, pretty clever," the younger doctor said. "I'll try that at the next house."

At the next house there lived an old lady, who complained she was lacking in energy. "I've been feeling terribly run down lately," she said.

This time the younger doctor piped up. "You've probably been doing too much work for the church," he said. "Perhaps you should cut back a bit and see if that helps."

As they left, the older doctor said: "How on earth did you know that?"

"Well, just like you at the last house, I dropped my stethoscope. When I bent down to retrieve it, I noticed the priest under the bed."

**O Penurize, email**

## GRIN AND BEAR IT

A MAN goes on a camping trip with his wife and mother-in-law. One evening, the wife awakens to find her mother gone. Frantic, she shakes her husband awake and tells him they have to go look for her.

So the man grabs his rifle and they both head into the forest. Before long, they catch sight of the mother-in-law, backed up against a large tree, trying to fend off a ferocious and very hungry-looking bear.

"What are we going to do?" the wife cries.

"Nothing," the man shrugs. "The bear got himself into this mess, he can get himself out of it."

**Nagim Tudeth, email**

## POOL PARTY

A MILLIONAIRE decides to throw a massive party for his 50th birthday. Once the party is full swing, he grabs the microphone. "In my garden down there I have a swimming pool with two crocodiles in it," he announces. "If anyone can swim across that pool, I will give them any possession of mine they desire."

So the party continues, and it appears no one is game enough to take the rich man up on his offer. Suddenly, though, there is a great splash, and all the guests run to the pool to see what has happened. In the pool is a man swimming for dear life, the crocodiles close behind him, snapping at his heels. But the guy manages to reach the other end of the pool and practically jumps out of the water, terrified and exhausted.

The millionaire announces: "That man is the bravest person I have ever seen. Sir, you are

entitled to anything that I have. What will it be?"

The guy grabs the microphone and says: "You can start by telling me the name of the bastard that pushed me in!"

**Ally Gaiter, email**

## POST-NATAL

A COUPLE went to the hospital to have a baby. The doctor told them the hospital had just acquired a new machine that would automatically transfer a portion of the mother's labour pain to the father. He asked if the husband was willing to try it out. The husband was keen to ease his wife's pain, so agreed to give it a try.

So the doctor set the knob at 10 per cent for starters, explaining that even 10 per cent was probably more pain than the man had ever experienced before.

But as the labour progressed, the man said he was feeling perfectly fine, so the doctor cranked the machine up to 25 per cent pain transfer. The husband was still feeling fine. The doctor told the husband he was amazed at how well he was doing, so they decided to try for 50 per cent. Still the husband continued to feel okay, and encouraged the doctor to transfer all the pain to him.

So the wife ended up delivering a healthy baby, all with virtually no pain. She and her husband were thrilled.

When they got home, they found the mailman dead on the porch.

**D Seest, email**

## WORK DRINKS

A DRUNK was staggering along the road, throwing empty beer cans into the street and singing loudly.

He soon gained the attention of a passing policeman. "What's going on here then?" the policeman asked.

"Sorry officer, I'm just on a work outing," came the slurred reply.

"Where are all the others then?"

The drunk replied: "I'm self-employed!"

**Myoan Bosse, email**

## LEGAL TENDER

ONE day a barber gives a haircut to a priest. When the priest tries to pay for the haircut, the barber refuses. "You perform God's work," he tells him. The next morning the barber finds a dozen bibles at the door to his shop.

A few days later the barber gives a haircut to a policeman, and again refuses payment, saying: "You protect the public." The next morning the barber finds a dozen doughnuts at the door to his shop.

A while later a lawyer goes to the barber for a haircut, and again the barber refuses payment, saying: "You serve the justice system." The next morning the barber arrives to find a dozen lawyers waiting for a free haircut.

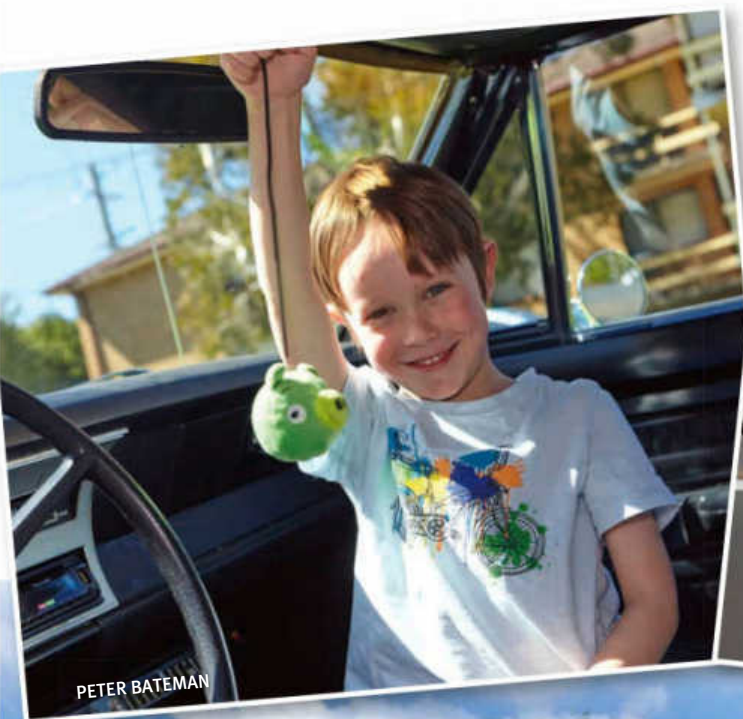
**Barry Stir, email**



# SUNDAY TOO FAR AWAY

Send your photos of fun with cars to: Sunday Too Far Away, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166, or email high-resolution images (1mb+) to: [sundaytoofaraway@bauer-media.com.au](mailto:sundaytoofaraway@bauer-media.com.au). Please send copies of prints as we are unable to return your photos.

**WIN!** WIN one of three Mothers packages, including glass cleaner, carnauba cleaner wax, car wash, polishing pads, a pack of microfibre towels and more! See [www.mothers.com](http://www.mothers.com) for details.



PETER BATEMAN



PETER BATEMAN



PETER BATEMAN

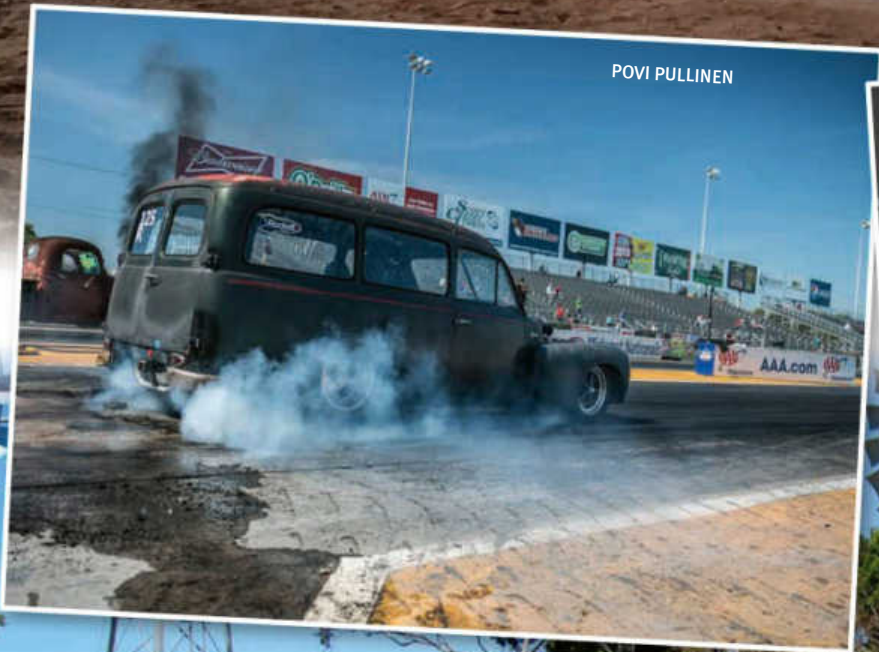




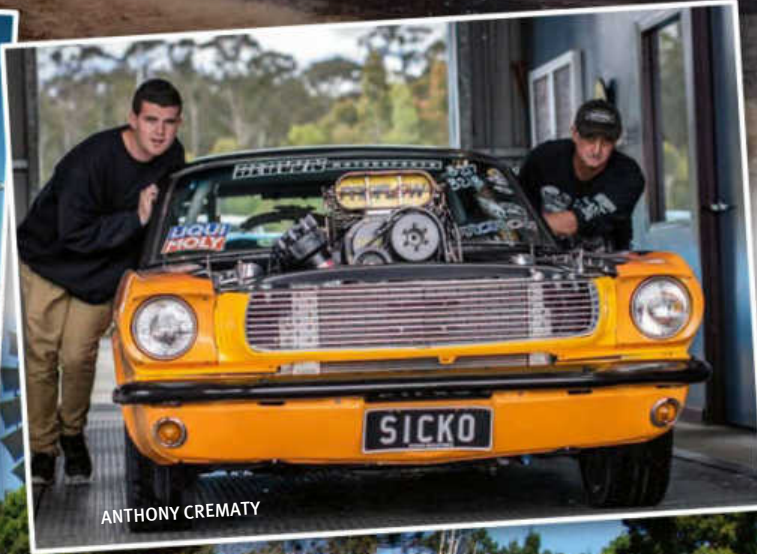
RICH GREY



POVI PULLINEN



ANTHONY CREMATY



MIKE HOLLAND





**WINNER!**  
MOTHERS PACK



STEVE KELLY



CHRIS THOROGOOD



POV PULLINEN

STEVE KELLY







TOM LEVY



CHRIS THOROGOOD



TONY SCHOLE

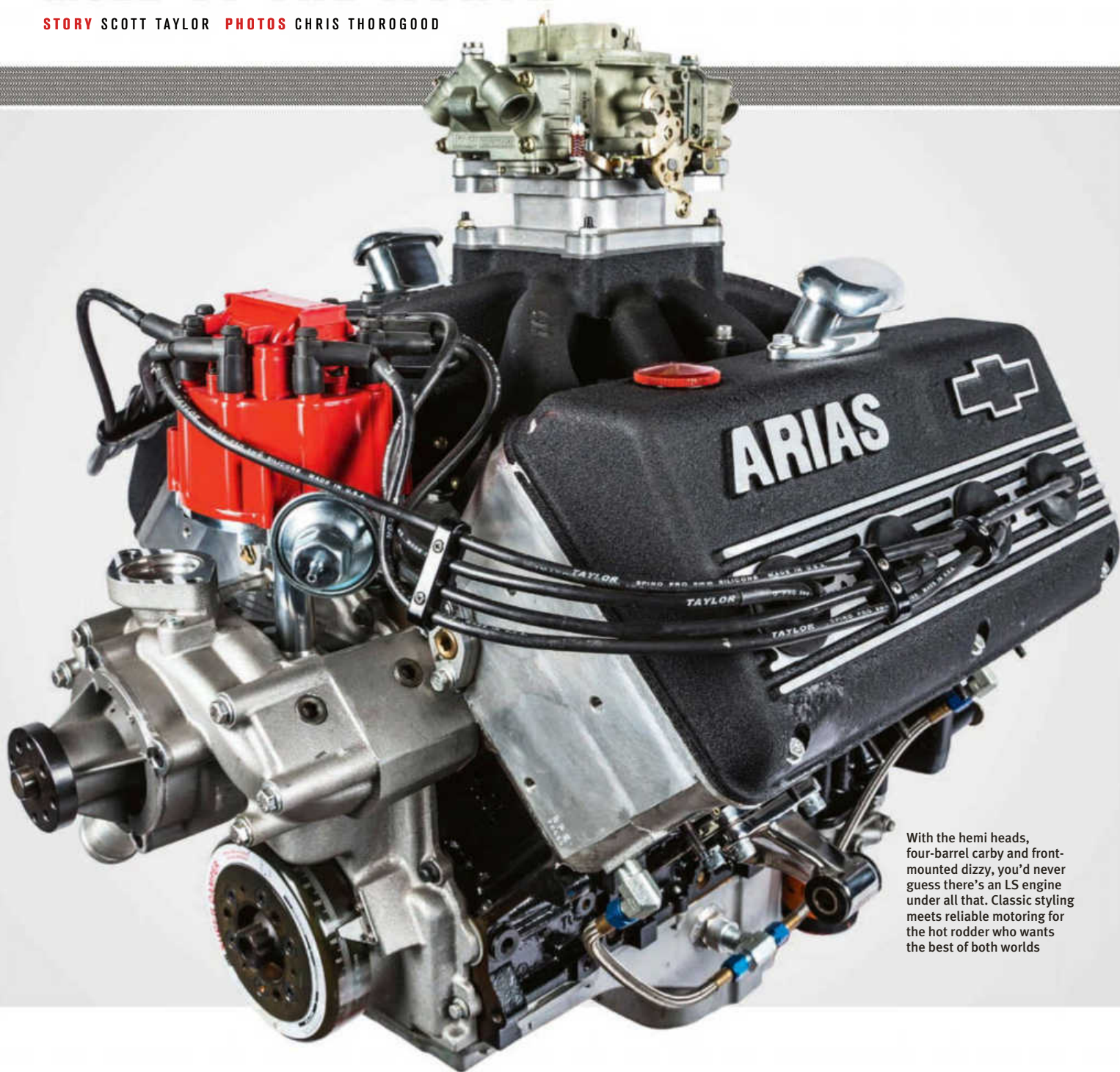


SAMANTHA HALES



# MILL OF THE MONTH

STORY SCOTT TAYLOR PHOTOS CHRIS THOROGOOD



With the hemi heads, four-barrel carby and front-mounted dizzy, you'd never guess there's an LS engine under all that. Classic styling meets reliable motoring for the hot rodder who wants the best of both worlds

## ARIAS 365ci LS ENGINE

> KUSTOM BITZ, CROYDON, VIC

EVERYONE loves a hot rod with a bit of classic engineering up front, like a flathead V8 or even a four-banger, but they require some mechanical sympathy and a bit of maintenance to run their best.

"I'm doing this '32 roadster for a customer and he was quite keen on running a flathead," Ron from Kustom Bitz says. "I love flatheads, but when he told me he wanted to drive it up and down the east coast doing all the hot rod runs, I knew I had to set him straight. The trouble is, flatheads are great if you want to trailer your car to the event and then cruise around there, but if you're going to be doing big miles you'll be forever working on it."


Obviously that was a bit disappointing for the bloke, because he definitely wanted to do some miles with the top down and the wind in his hair. So he went away for a couple of months and came back with a new plan. "He pulls out his tablet and shows me this engine he's bought, and I say: 'What have you done? It looks like an Ardun-headed flathead!'" Ron recalls.

What the customer had actually done was buy a 480hp Arias-headed LS engine – all the coolness of a hemi-headed donk, but with the reliability of a modern powerplant.

The bottom end is your basic six-litre LQ9 cast-iron block with a 4.005in bore and 3.622in

stroke, filled with forged Arias pistons attached to standard rods with ARP bolts and a factory crank. All the magic is in the top end, with a pair of Nick Arias Jr LS-AH ported heads and a matching cast-alloy intake topped by a four-barrel Holley.

"They're a true hemi head," Ron says. "They've got canted valves on each side, and they've even modified the front to run a dizzy."

The set-up is good for 480hp at 6500rpm, which is plenty to push a '32 roadster around, but for those looking for a bit more poke, Arias do a 403ci version that punches out 700hp! Bloody hell, where do we sign up? 



MADE BY AUSTRALIANS FOR AUSTRALIANS!

# AUSSIE DESERT COOLER

HIGH PERFORMANCE RADIATORS



**New!**

ASK FOR THE  
COMBO PACK  
WITH THE LOT

STREET AND STRIP  
\$790.00

BURNOUT KING  
\$890.00

HOME OF THE  
TRIPLE FLOW



By building internal walls in the radiator, the coolant passes through the radiator three times resulting in three separate exposures to temperature dropping air-flow, with no adverse flow restriction. The result is an average 15% reduction in radiator outlet temperatures.

All Prices Include GST.

Prices are subject to change without notice.

CHEV '34 - '39 4 ROW DESERT COOLER TO SUIT SMALL BLOCK  
CHEV '55, '56, '57 4 ROW DESERT COOLER TO SUIT SMALL BLOCK  
CHEV '66, '67, '68 4 ROW DESERT COOLER TO SUIT SMALL BLOCK  
FORD A MODEL '28 & '29 4 ROW DESERT COOLER TO SUIT S/B CHEV OR FORD  
FORD A MODEL '30 & '31 4 ROW DESERT COOLER TO SUIT S/B CHEV OR FORD  
FORD 'T' BUCKETS 4 ROW DESERT COOLER (Will cool big block) - ALL MOTORS  
FORD '32 - '38 4 ROW DESERT COOLER TO SUIT S/B CHEV OR FORD  
FORD '39 - '46 4 ROW DESERT COOLER TO SUIT S/B CHEV OR FORD  
FORD MUSTANG 3 ROW DESERT COOLER TO SUIT MOST MODELS  
FORD MUSTANG 4 ROW DESERT COOLER TO SUIT MOST MODELS  
FORD XY, GT, HO, 3 ROW DESERT COOLER TO SUIT CLEVELAND OR WINDSOR  
FORD XY, GT, HO, 4 ROW DESERT COOLER TO SUIT CLEVELAND OR WINDSOR  
FORD XA - XB 3 ROW DESERT COOLER TO SUIT CLEVELAND  
FORD XD - XF 3 ROW DESERT COOLER TO SUIT CLEVELAND  
FORD XD - XF 4 ROW DESERT COOLER TO SUIT CLEVELAND  
FORD CORTINA 3 ROW DESERT COOLER TO SUIT 6 CYL/V8  
FORD CORTINA 4 ROW DESERT COOLER TO SUIT V8  
VALIANT 3 ROW DESERT COOLER TO SUIT 6 CYL & SMALL BLOCK V8

Single Pass	Triple Flow	Aluminium
721	842	790
704	809	790
704	809	790
721	842	790
721	842	790
721	842	790
721	842	790
721	842	790
468	561	790
655	754	790
473	545	790
627	655	790
457	539	790
418	506	790
627	655	790
528	611	790
627	743	790
479	545	790

VALIANT 4 ROW DESERT COOLER TO SUIT V8 (WILL COOL 440)  
HOLDEN FJ - EK 3 ROW DESERT COOLER TO SUIT HOLDEN 6  
HOLDEN FJ - EK 4 ROW DESERT COOLER TO SUIT S/B CHEV  
HOLDEN EH 3 ROW DESERT COOLER TO SUIT HOLDEN 6  
HOLDEN EH 4 ROW DESERT COOLER TO SUIT S/B CHEV  
HOLDEN HD-HR 3 ROW DESERT COOLER TO SUIT HOLDEN 6  
HOLDEN HD-HR 4 ROW DESERT COOLER TO SUIT S/B CHEV  
HOLDEN HK-HZ 3 ROW DESERT COOLER TO SUIT HOLDEN 6  
HOLDEN HK-HZ 3 ROW DESERT COOLER TO SUIT HOLDEN V8  
HOLDEN HK-HZ 4 ROW DESERT COOLER TO SUIT S/B CHEV  
HOLDEN WB 4 ROW DESERT COOLER TO SUIT S/B CHEV OR HOLDEN V8  
COMMODORE 3 ROW DESERT COOLER TO SUIT HOLDEN V8  
COMMODORE 4 ROW DESERT COOLER TO SUIT S/B CHEV OR HOLDEN V8  
TORANA LC-LJ 3 ROW DESERT COOLER TO SUIT HOLDEN 6  
TORANA LC-LJ 4 ROW DESERT COOLER TO SUIT S/B CHEV OR HOLDEN V8  
TORANA LH-LX 3 ROW DESERT COOLER TO SUIT HOLDEN 6  
TORANA LH-LX 4 ROW DESERT COOLER TO SUIT S/B CHEV OR HOLDEN V8  
FORD F100 - '70 - '79

Single Pass	Triple Flow	Aluminium
578	688	790
446	534	790
594	682	790
446	534	790
594	682	790
325	374	790
600	660	790
350	385	790
350	385	790
506	556	790
578	688	790
360	396	790
506	556	790
347	429	790
506	556	790
340	369	790
506	556	790
583	699	790

WWW.AUSSIEDESERTCOOLER.COM.AU  
34 MACQUARIE DRIVE, THOMASTOWN, VIC, 3074

FAX: 03 9465 8303 → WE FREIGHT WORLD WIDE!

**03 9465 8806**

Tech Support: norm.hardinge@aussiedesertcooler.com.au

THREE YEAR WARRANTY ON ALL RADIATORS



# YOUR ONE STOP

# LS

# PARTS SHOP



EFI Throttle Bodies



EFI or Carburetor Inlet Manifolds



LS Rocker Covers



LSX Ignition Controller



EFI Billet Fuel Rails



LS Roller Camshafts



LS Distributor Drive Kit



LS Engine Oil Pan



LS Stroker Kits



LS Roller Rockers



LS Cylinder Heads



LSX Engine Block

## We carry all the leading LS Brands



**Our online store is open 24/7 [eagleautoparts.com.au](http://eagleautoparts.com.au)**

**Call or visit one of our 3 Superstores**

- ★ **MELBOURNE** Tel: 03 8710 3000 92 South Gippsland Hwy, Dandenong VIC 3175
- ★ **SYDNEY** Tel: 02 9781 1000 Cnr Fairford & Watson Rds, Padstow NSW 2211
- ★ **BRISBANE** Tel: 07 3442 8000 1 / 100 Park Rd, Slacks Creek QLD 4127

\*Images are for illustration purposes only.



TC01206